FOR POSTAGE RATES SEE FRONTISPIECE

Fit "TripleX"- and be safe
Reg'd

THE SPHERE, MAY 25, 1946
With which is incorporated "BLACK & WHITE" 1/6

THE SPHERE

Vol. CLXXXV No. 2418 WITH WHICH IS INCORPORATED THE GRAPHIC MAY 25 1946

McVITIE & PRICE

Biscuits of Highest Quality

EDINBURGH • LONDON • MANCHESTER

KING SIX
CIGARS
1/1 *each*

The quantity available for distribution is still, unfortunately, insufficient to meet demands.

MAKERS OF FINE CIGARS SINCE 1839

MADE BY J. R. FREEMAN & SON, LTD.

VAN HOUTEN'S COCOA
★ THE ORIGINAL AND THE ARISTOCRAT OF COCOAS ★

ROSS'S BELFAST

GINGER ALE
SODA WATER
TONIC WATER
LIME JUICE CORDIAL
LEMONADE
GRAPE FRUIT

Due for "demob." any time now

For sweet breath and pearly teeth-use
Euthymol TOOTH PASTE
FROM ALL CHEMISTS

THE PERFECT APPETISER
Bass
TRADE MARK

PRICE ONE SHILLING AND SIXPENCE REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM Office : Commonwealth House, 1, New Oxford Street, London, W.C.1

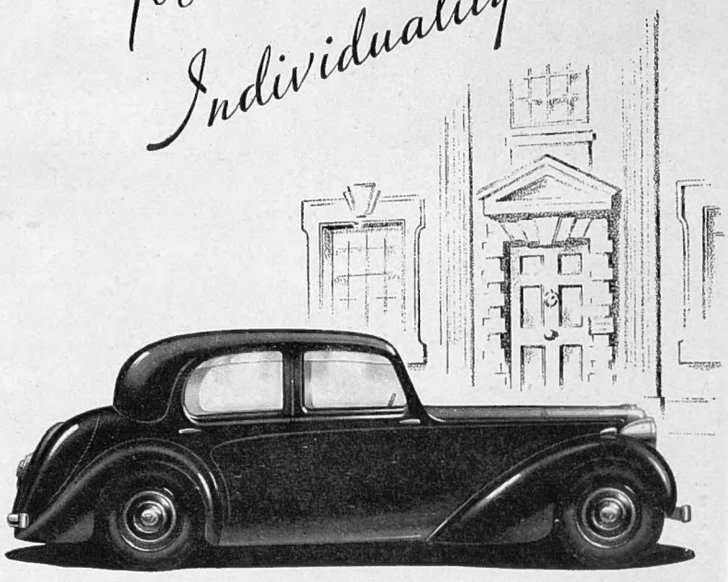
Quality

True craftsmanship creates a beauty of its own—it is the natural outcome of striving for perfection. Avon Tyres will enhance the appearance of your car—and their Quality will ensure your satisfaction.

AVON *Silent* TYRES

The Avon India Rubber Co. Ltd., Melksham, Wiltshire Est. 1885

For Individuality



ALVIS

THE FOURTEEN Four-light Saloon, ex works £698

ALVIS LTD., COVENTRY *Purchase Tax £194.12.9*

This is the Gin

BY APPOINTMENT
GIN DISTILLERS
TO H.M. KING GEORGE VI.
Tanqueray Gordon & Co., Ltd.

Quality Incomparable

Gordon's
Stands Supreme

Maximum Prices. Per bottle 25/3; Half-bottle 13/3. U.K. only

ROLLS-ROYCE

have selected Champion Plugs as exclusive equipment in their post-war cars

CHAMPION PLUGS

The Choice of the British Motor Industry

CHAMPION SPARKING PLUG Co LTD FELTHAM, MIDDLESEX

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

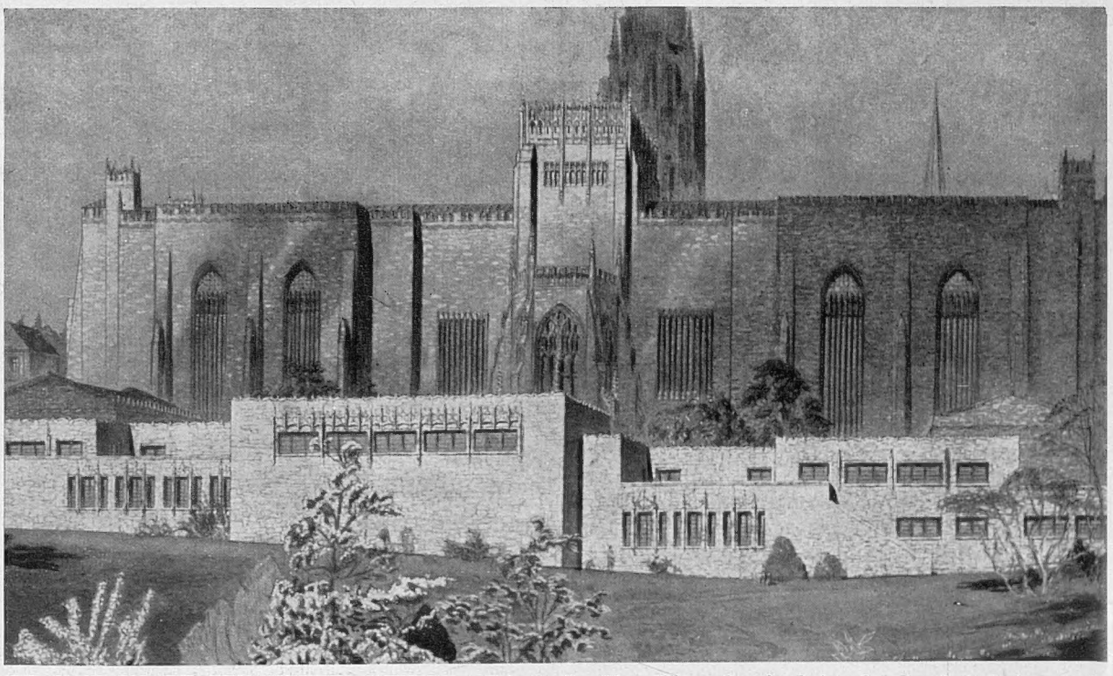
THE ROYAL VISIT TO WINCHESTER COLLEGE—THE SCENE IN THE CHAMBER COURT AS THE KING AND QUEEN WERE RECEIVED *AD PORTAS*: At this ancient ceremony the Prefect of Hall (I. C. S. Normand) is seen (at left), in front of the two gowned figures, after delivering a Latin oration to their Majesties

On May 17 the King and Queen paid the first visit of their reign to Winchester, and in the fourteenth-century quadrangle of the College, known as Chamber Court, they were received by I. C. S. Normand, the Prefect of Hall, with the traditional Latin oration, *ad portas*. This custom dates from 1615, when a lady of Wykehamist connections provided an endowment for an annual sermon on the Gunpowder Plot and orations of welcome to scholarship electors, which in course of time came to be extended to other distinguished visitors. For last week's ceremony the members of the College assembled in Chamber Court, standing in a hollow square, and facing the Middle Gate, through which the King and Queen entered. In his address of welcome the Prefect spoke of the long Winchester tradition of liberal scholarship, reminded the King also of the great part Winchester men had played in the war years, and spoke of the example of the King and Queen, who, throughout the struggle, had been *civium suorum duces atque amici*, sharing the privations and dangers of the humblest. In his reply the King asked the headmaster if he could see his way to adding a week to the summer holidays, a request that inevitably added fervour to the cheers succeeding the King's speech. Afterwards their Majesties visited the Chapel and Chantry, and they took tea in Hall with the College prefects and a distinguished company

Postage—Inland, 2d.; Canada and Newfoundland, 1d.; Elsewhere Abroad, 1½d.

A LONDON NEWSLETTER

1, NEW OXFORD STREET W.C.1



THE PLANS FOR THE NEW COVENTRY CATHEDRAL: This is Sir Giles Gilbert Scott's design for the Cathedral and the Christian Service Centre which it is hoped to build on the site bombed by the Luftwaffe during the early days of the war. The rebuilding work is covered by the War Damage Scheme, but the Anglican and Free Church leaders have joined in an appeal for £1,200,000 for founding the Christian Service Centre and a Chapel of Unity in which Anglicans and Free Churchmen can worship together. It is hoped through the Centre to revive the ancient status of the English Cathedral, once a focal-point of education and the arts

Facing Unpleasant Facts.

—In time of trouble, Premiers will always frankly warn us of the danger of *existing* ugly situations. But very rarely do they "trouble" us with ugly facts round the corner. Government is easier when the people are blindfold and kept amused with such bread and circuses and other distractions as may be available. For example, we know all too little about how the talks with the Dominion Premiers have gone; and Mr. Attlee has not been too clear about the Egyptian business and the *reactions* of those Premiers who were fully consulted and on the spot. The conclusion I myself reach regarding this and other matters connected with *Dominion* responsibility for Empire defence is that none of the Dominions is yet anxious to shoulder a larger share of military responsibility for keeping the Empire as a great Power, capable of pulling its weight with Russia and America. *Has it ever struck you* that, if that attitude is to-day held and maintained, even though Britain balances her Budgets, recovers her markets, pays her debts and prospers in commerce, in short, grows rich, she will not again grow *strong*? Never again can Britain alone shoulder the military or defence duties of the Commonwealth to the extent of former days; and unless the Dominions are solidly resolved to treble their own responsibilities for defence, the Commonwealth we have known will quite soon cease to exist as a Power comparable in influence with America and Russia. Commercial prosperity is not enough, even if it return. The cement of our Commonwealth, which already is disintegrating, is the military power which can hold it together as a single political unit. That cement Britain can never again supply. What follows? It seems to me that this follows: Unless this Commonwealth of ours faces the vital need of joint and several military responsibility, in one or two decades the Empire as a single political entity will have ceased to exist. You may say: Why should Canada or Australia or South Africa put themselves out to prevent that misfortune? And the answer might be: Because the British Commonwealth has at no time been a device to bolster up the importance of Britain. It has been a *mutual* benefit society. You may say: It is an odd time to put out this jeremiad with the recent memories of the glorious co-operation of the great Dominions in the late war. As to that, military and political conditions and developments have suddenly put in the melting-pot the whole conception of the significance of the British Empire.

And Mr. Jinnah . . . ?—

The Cabinet Mission by May 16 acknowledged its failure—not the first. The Indian Communities by that date had failed to reach even approximately that measure of agreement which is necessary if Indians are to form their own Constitution. Accordingly the Cabinet Mission—as mouthpiece of the British Government—put forward new proposals of its own. Mr. Attlee slowly read them out in the Commons. They create a new situation or, perhaps, a new crisis in a long-dangerous situation. For if they are rejected—and acceptance depends mostly on the attitude of Mr. Jinnah—a grave danger of chaos and civil war is opened up. The situation, indeed, is so grave as to foster rather than to extinguish flickering hopes. Pakistan—in its fullness of meaning—is rejected. The smaller minorities are very little considered. The broad plan proposes the immediate setting up of an interim Government composed entirely of Indians with the single exception of the Viceroy; for even Defence is handed over. Thereafter a body will be created from Provincial Legislatures and the Indian States to draft a Constitution. Each Province ultimately will have its own Constitution. A Union Government for the whole of India will be set up, with powers limited to matters of Defence, Foreign Affairs, Communications. All other matters of government would be the responsibility within their own territories of the Provinces and States, which would be free to form groups or federations for mutual co-operation; such groups again having central legislatures. Elaborate? It is a nightmare of elaboration. And all the elaboration and ingenuity conceivable cannot camouflage the crucial fact that the Muslim dream of a Muslim sovereign State is not to be found in the scheme. A lot depends on Mr. Jinnah.

A Tax on Gambling

—Estimates of what the money annually risked in gambling in this country could achieve in wiping off our national debts may be as wild as various. The fact that a hideous amount of our national income goes down that drain untaxed and unproductive is not in doubt. The case for a tax on betting is incontestable. At the moment, betting is in a sense "authorised by Act of Parliament." Chancellors can smell out the most elusive of "respectable" sources of income for taxation. No Government which genuinely prefers national welfare to national popularity can dare to advance the *non-possumus* to the plea for taxation of gamblers. It is by no means difficult or elaborate to devise the means of securing the tax from the main sources. Yet for years the *non-possumus* has been advanced. The tax gatherers are too busy mulcting the decent citizen to spare time to the wasters. Or, in other words, the "working man" (whose vote means so much) is greatly addicted to gambling and betting, and must have his bit of fun or he will turn *nasty*. That, no doubt, is a reason why *beer* so long bore a charmed life. Dr. Dalton is prone to brave words and noble sentiments. He even promised to explore avenues for simplifying Income Tax collection. He might do worse towards simplification than by transferring some of the burden of taxation from the shoulders of the industrious to those of the reckless spenders and wasters.

The Hambledon Men.—

A little B.B.C. sketch of Nyreu and the Hambledon cricketers of the eighteenth century—ingenuous and simplifying as perhaps it was—left on me a curiously poignant nostalgia for the "bad, old days." We never saw them; we know that they comprised a great deal of brutality and human misery, of oppression, social injustice and corruption in high places, those days before the French Revolution turned the world upside-down. The French Revolution, the industrial revolution: one made the rich poor, the other began by making the rich richer. Between them they upset the peace of mind of all humanity; between them they killed the only sure and abiding safeguards and compensations in the tragi-comedy of human life. What were those compensations? Craftsmanship, first. Labourers were craftsmen, their work was their hobby. They were proud of their skill. Medical science and sanitation were at the nadir. There was "security" for none. Death struck suddenly in cottage and palace. In face of this insecurity, men acquired a philosophy which brought them courage and cheerfulness and a fierce zest for living and fiercer individuality. The "Hambledon men" were the backbone of Wellington's redcoats and Nelson's tars. The "wens" of London and Manchester had not begun to swell and absorb. Villages were self-contained, self-sufficient, self-supporting. Wages were low, so was the price of food. There was work for all the industrious, and good food, too. Ale was ale and beef a-plenty. Shall we ever learn that wages and living costs go up hand in hand? Pleasures were simple, neighbours enjoyed them together. They quaffed their ale, took pride in their crafts, sang their part-songs, enjoyed the rigour of their games, fitted into and were satisfied with their niches. Hell, what a deal of gold we have sacrificed in the last century for equality and social security, and the labour-saving devices of science and all the rest of it. For what is the truth of it, what the essence of futility in our vicious circle of social betterment? Men will never become "their own masters." Always they will exchange one tyrant for another. Always they will lose in philosophy and courage what they gain in security. There is no short road to the labour that is good.

Canon Alan Don.—

Canon Alan Don, Dean-designate of Westminster, is sixty-one years of age, and went from Rugby to Magdalen College, Oxford, where in his undergraduate days he was one of several notable youths who brought to Magdalen a remarkable revival of purpose and responsibility which spread throughout the University and ended a "Silly Season" which had lasted too long. Among the responsibilities which that movement revived was social welfare work in the East End. Charles Mills and J. L. Johnson were two others whose influence inspired the movement towards more serious purpose. All three were very different men in outlook and character and occupation, but Eton, Rugby and Radley may claim through them a share in a revival which has never totally died away. The new Dean has had a varied career. He entered his father's jute business in Dundee after taking his degree, but welfare work in the East End drew him away and he took Holy Orders. He was for ten years Archbishop Lang's chaplain and was left his literary executor. Since then, he has been Canon of Westminster, Rector of St. Margaret's, and Chaplain to the King and to the Speaker. These offices he now resigns, as also his Canonry-designate of Canterbury. He should make an excellent Dean of Westminster, a plum among Church appointments, not excluding Archbishoprics.

"The Rigour of the Game."—

It is within the memories of my youth—always unreliable—that at the end of April, about the time of the City and Suburban, football would end and a rather stiff and frigid cricket would take its place (led by W.G. of London County, enveloped in sweaters); and a few insatiable fox-hunters would journey down to the New Forest to kill a May fox. Otherwise, winter sports ended with April. It is different now. Football seems to dispute the summer with cricket and steal its thunder. But perhaps in my youth the winds of May did not blow off an ice-pack from the north-east for four weeks continuously. It is certainly wiser in May 1946 to play football than to watch cricket, delightful as it is to read again the County cricket scores beside the glowing fire. The more honour to the Indian cricketers who brave our climate to break cricket records for last-wicket stands. Politically speaking, India wants the English out. Cricket-ally speaking, England wants the Indians out. And at the moment neither have got their heart's desire. But the summer no doubt will "alter all that." Meanwhile, it is (with Mrs. Battle and all vigorous battles) "a clear hearth and the rigour of the game." And for me, it is "cricket on the hearth," until the wind shifts.

THE OLD STAGER

ITALY HAS A NEW KING

Victor Emmanuel Abdicates and Prince Umberto Proclaims Himself Umberto II

A PRO-MONARCHIST DEMONSTRATION OUTSIDE THE ROYAL PALACE IN ROME : A section of the crowd which gathered to acclaim the accession of King Umberto II, following the abdication of King Victor Emmanuel. The pro-Monarchists are a distinct minority

AN ANTI-MONARCHIST DEMONSTRATION IN THE STREETS OF ROME : Citizens giving the clenched fist sign as they paraded in the Via Nazionale to express their Republican sentiments and their hostility to the proclamation of the new King. The Italian people will have an opportunity of deciding whether they want to continue the Monarchy when a referendum is held on the subject in conjunction with the forthcoming general election

KING UMBERTO RECEIVES THE PLAUDITS OF THE MONARCHISTS : The self-proclaimed King standing on the balcony of the Royal Palace in Rome after the announcement of the abdication of his father, King Victor Emmanuel, and of his own accession. The anti-Monarchist demonstrations elsewhere in the capital were more largely attended

THE END OF AN EPOCH : Ex-King Victor Emmanuel and ex-Queen Helena descending the gangway of the cruiser, which brought them from Naples to Alexandria, before boarding an Egyptian launch. The ex-King and Queen, whose reign has come to such an inglorious conclusion, will live in Egypt in a palace placed at their disposal by King Farouk

THE ITALIAN CABINET CONSIDERS THE ABDICATION OF VICTOR EMMANUEL : A picture taken at the special session at which the monarchial issue was discussed and decided upon. Left to right—Leone Cattani (Public Works, Liberal), Mario Scelsa (Communications, Christian Democrat), Mauro Scoccimoro (Finance, Communist), Guiseppe Romita (Interior, Socialist), Alberto Gianca (Minister to the Legislative Body), Giovanni Gronchi (Industry and Commerce, Christian Democrat), Alcide de Gasperi (Premier, Christian Democrat), Gitino Arpesani (Under-Secretary to the Premier), Epicarmo Carbino (Treasury, Liberal) and Raffaele de Courten (Navy)

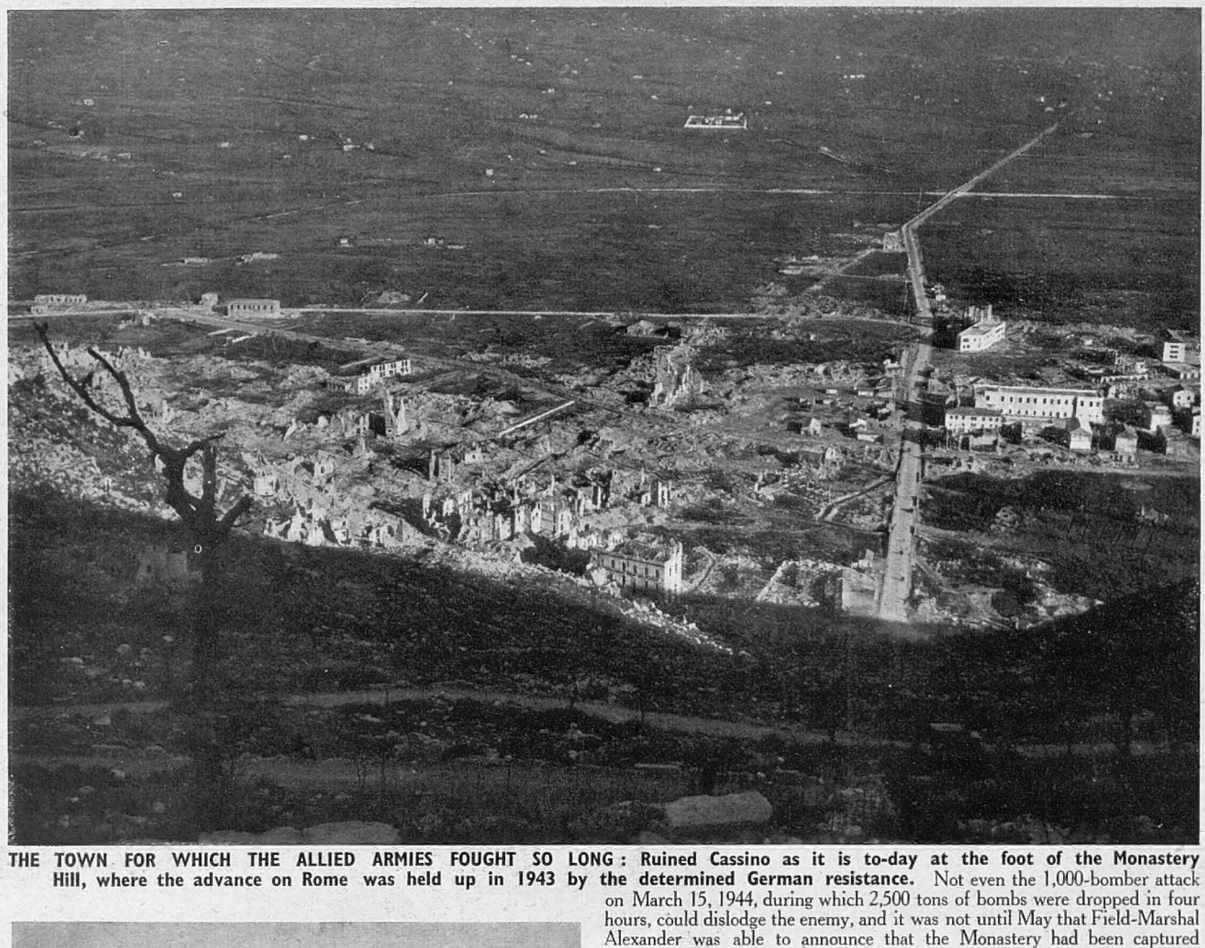
The abdication of King Victor Emmanuel of Italy, after a reign of nearly forty-six eventful years, was no act of bold renunciation, but a sheer matter of expediency, so that his son, Prince Umberto, Lieutenant of the Realm, might be proclaimed King and leave the people with a simple choice when they come to decide the future of the Monarchy in the June referendum. Immediately after the abdication King Victor Emmanuel and Queen Helena left for Egypt in the cruiser *Duca degli Abruzzi*, and they will live in that country in a palace placed at their disposal by King Farouk. King Victor Emmanuel III came to the throne on July 29, 1900, on the assassination of his father, and he faced his first real difficulties after the first World War, when he tolerated the Fascist regime set up by Mussolini and later consented to accept the Imperialistic honours, as King of Albania and Emperor of Abyssinia, which the Duce thrust upon him. The new King, Umberto II, was often credited with anti-Fascist tendencies during Mussolini's period of power, but he was never openly hostile. His consort is a daughter of King Albert of the Belgians

CASSINO TWO YEARS AFTER

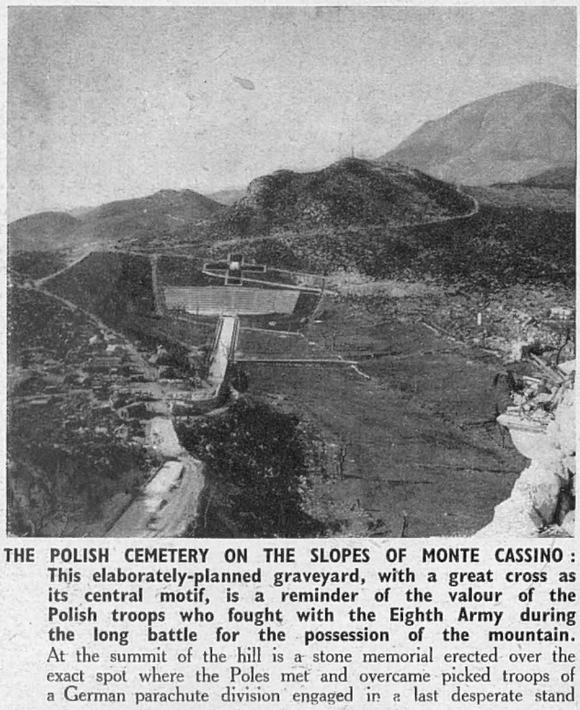
Appalling Wreckage Still Covers the Famous Monastery Hill, which was Flattened by British Bombers

To-day, just two years after its capture by Allied troops of the Eighth Army, the town of Cassino, scene of the bitterest fighting of the Italian campaign, still lies a shapeless heap of rubble astride Highway Six, the strategic route to Rome, 60 miles to the north. Rebuilding on a small scale, due to transport and supply difficulties, is proceeding slowly, but already some new houses have arisen amidst the appalling wreckage of what was once one of the prettiest towns in Italy. Dominating the town is the massive Monte Cassino, crowned by its Benedictine Monastery, now in utter ruin after its devastation by 1,000 bombers and prolonged artillery fire. The Monastery will also be rebuilt, but its restoration will take many years to accomplish.

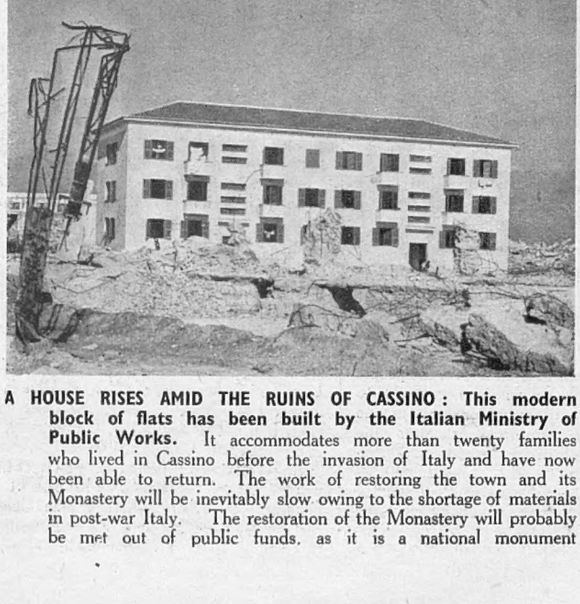
It was on March 15, 1944, that the town of Cassino was flattened under the most terrific bombing attack ever witnessed in any theatre of battle. Within the space of four hours a weight of 2,500 tons of bombs was rained down on the small target area by wave after wave of bombers flying ceaselessly above the doomed town.



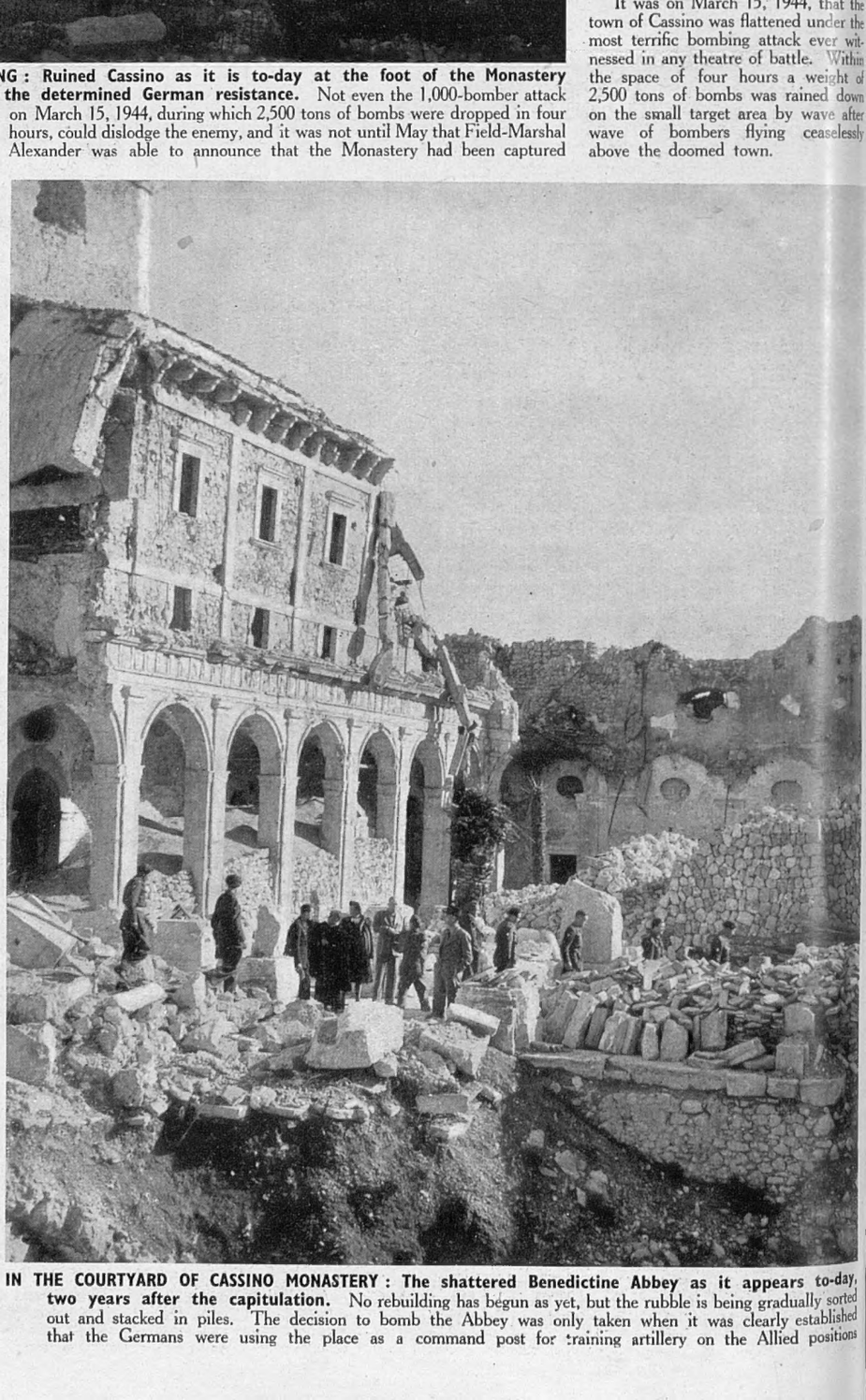
THE TOWN FOR WHICH THE ALLIED ARMIES FOUGHT SO LONG: Ruined Cassino as it is to-day at the foot of the Monastery Hill, where the advance on Rome was held up in 1943 by the determined German resistance. Not even the 1,000-bomber attack on March 15, 1944, during which 2,500 tons of bombs were dropped in four hours, could dislodge the enemy, and it was not until May that Field-Marshal Alexander was able to announce that the Monastery had been captured



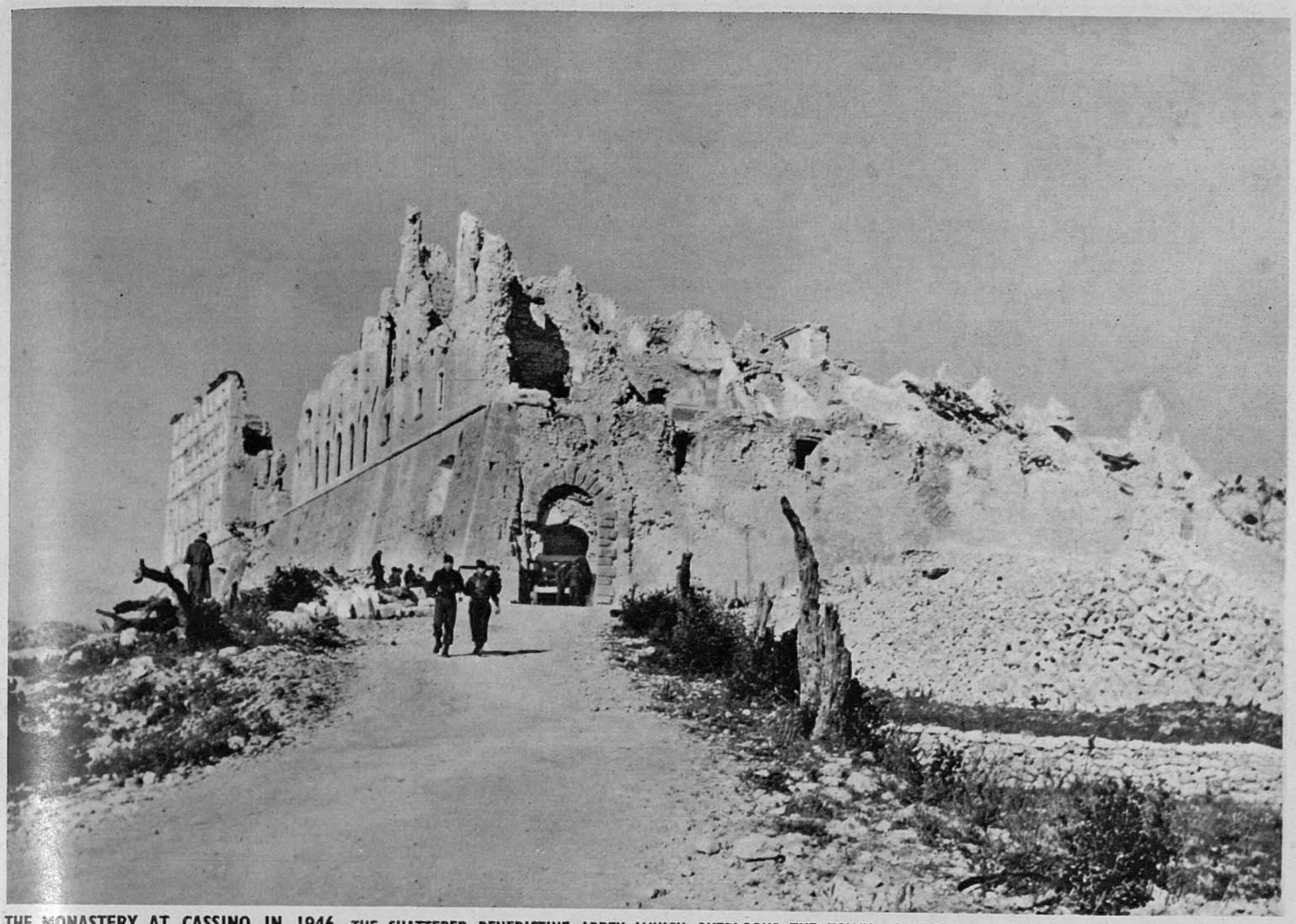
THE POLISH CEMETERY ON THE SLOPES OF MONTE CASSINO: This elaborately-planned graveyard, with a great cross as its central motif, is a reminder of the valour of the Polish troops who fought with the Eighth Army during the long battle for the possession of the mountain. At the summit of the hill is a stone memorial erected over the exact spot where the Poles met and overcame picked troops of a German parachute division engaged in a last desperate stand



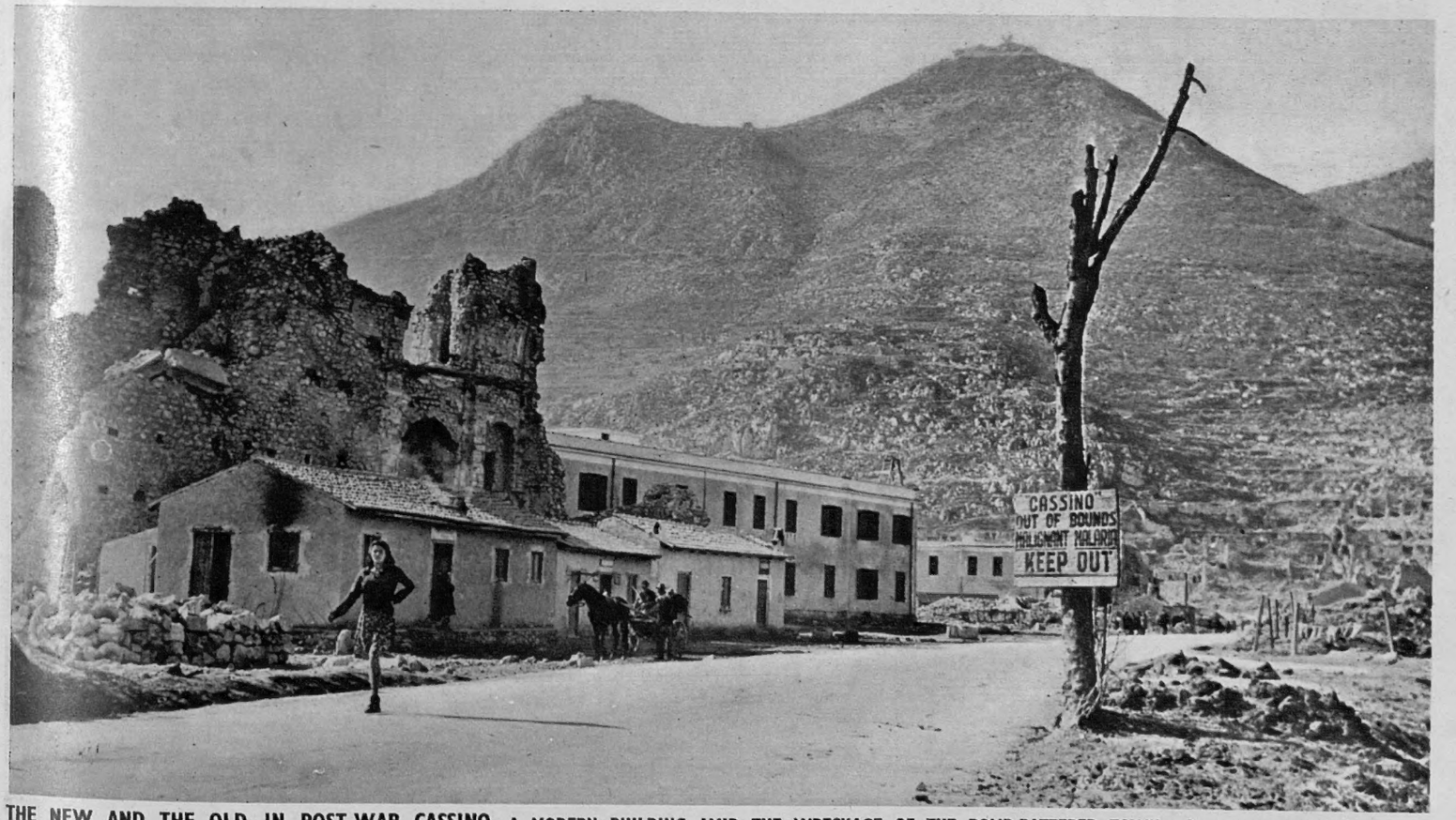
A HOUSE RISES AMID THE RUINS OF CASSINO: This modern block of flats has been built by the Italian Ministry of Public Works. It accommodates more than twenty families who lived in Cassino before the invasion of Italy and have now been able to return. The work of restoring the town and its Monastery will be inevitably slow owing to the shortage of materials in post-war Italy. The restoration of the Monastery will probably be met out of public funds, as it is a national monument



IN THE COURTYARD OF CASSINO MONASTERY: The shattered Benedictine Abbey as it appears to-day, two years after the capitulation. No rebuilding has begun as yet, but the rubble is being gradually sorted out and stacked in piles. The decision to bomb the Abbey was only taken when it was clearly established that the Germans were using the place as a command post for training artillery on the Allied positions

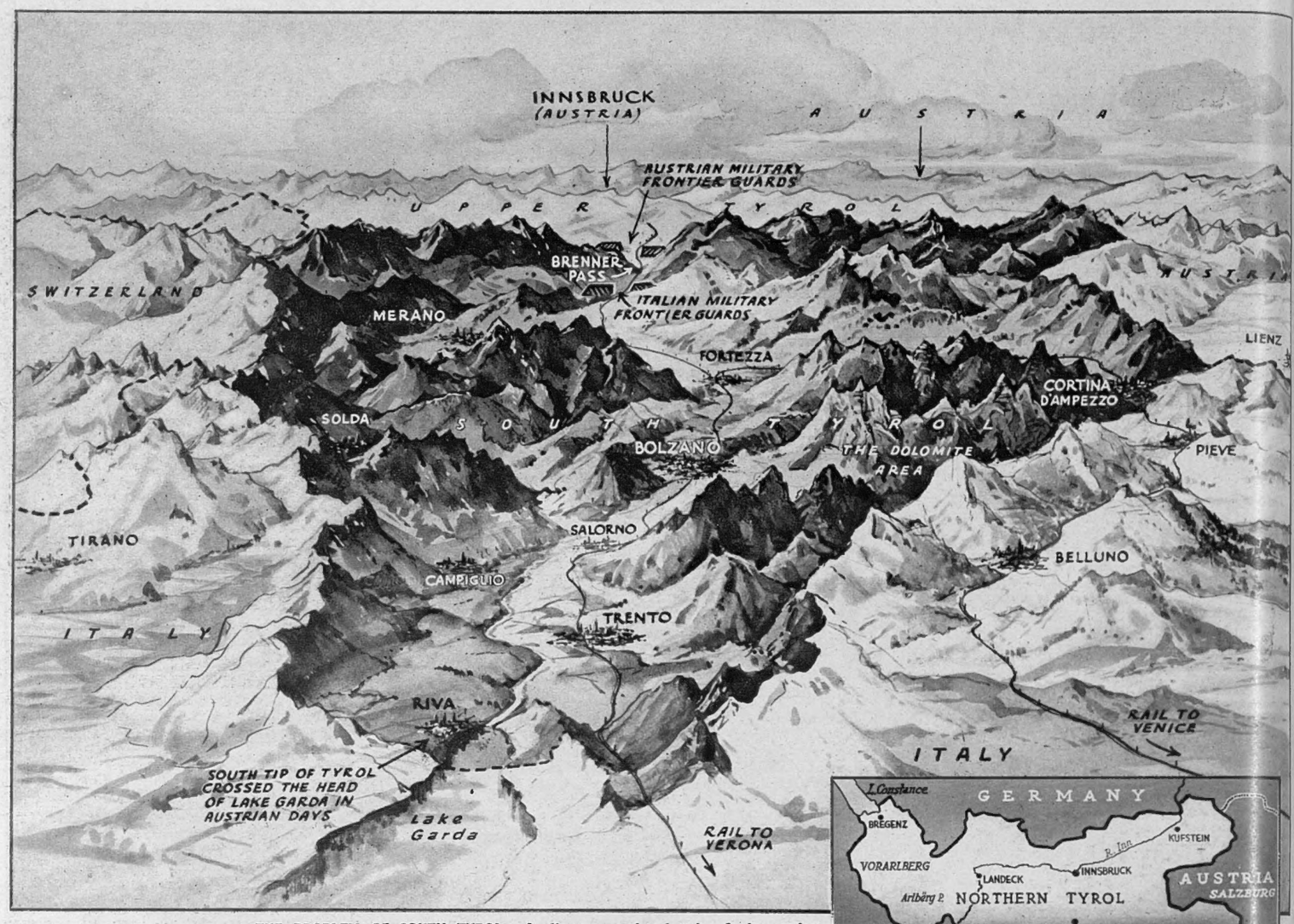


THE MONASTERY AT CASSINO IN 1946—THE SHATTERED BENEDICTINE ABBEY WHICH OVERLOOKS THE TOWN: In 1943 and 1944 it was the main pivot of the much-vaunted Gustav Line, and the Monastery was used as a command post by the German artillery, enabling them to create havoc among the Allied troops assaulting from the plain. It was on March 15 that the aerial assault began, and in the space of four hours, and under the weight of 2,500 tons of bombs, it was expected that the place would fall immediately. It was not to be, however, and more weeks of savage fighting continued before the Polish troops of the Eighth Army fought their way to the summit. The Monastery was founded by St. Benedict in 529 on the site of a temple of Apollo



THE NEW AND THE OLD IN POST-WAR CASSINO—A MODERN BUILDING AMID THE WRECKAGE OF THE BOMB-BATTERED TOWN: A scene on what was once one of the main thoroughfares of Cassino, which, before the war, was a prosperous and picturesque little town of about 10,000 inhabitants

Towering in the background of this picture of post-war Cassino are the heights of Monte Cassino, where Field-Marshal Kesselring, now standing his trial at Nuremberg, chose to make his big defensive stand against the Allied advance on Rome. Kesselring made Cassino the pivotal point of the Gustav Line, and for months resisted every attempt to take the 1,700-ft. hill, relying on the tenacity of his picked troops, some of whom were from the Hermann Goering Regiment, to hold on in the caves and crevices of the mountainside. When Field-Marshal Alexander launched his 1,000-bomber raid against the position in March 1944, the German troops merely went underground for the time being and later rose up to continue the defence with much tenacity. A notice on the right of this picture orders troops to keep out of the area on account of malignant malaria



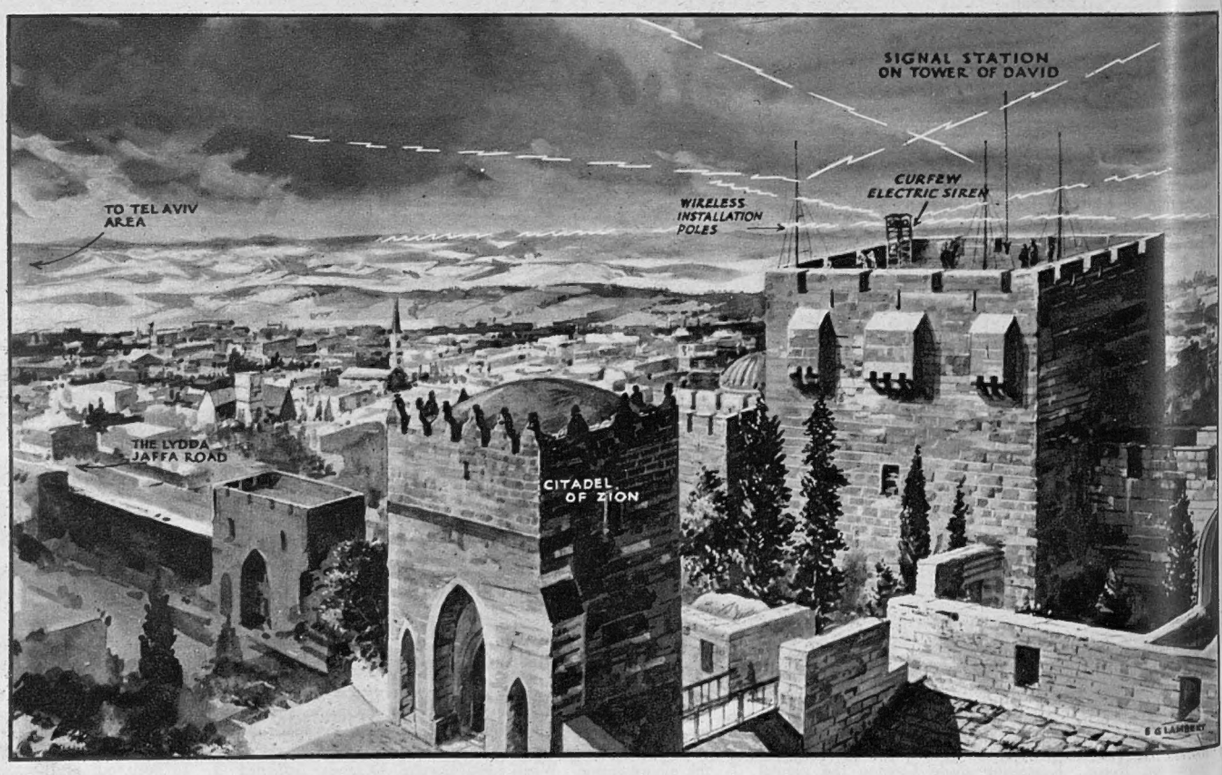
THE PROBLEM OF SOUTH TYROL : A diagrammatic sketch of the region south of the Brenner Pass which became part of Italy after the 1914-18 war, and which is now being claimed by the Austrians. During the early stages of the Foreign Ministers' Conference in Paris it was decided to reject this Austrian claim, and as a result there has been a general strike throughout Tyrol—*Drawing by E. G. Lambert*

THE PROVINCE OF TYROL : A sketch-map showing the position of Southern Tyrol beyond the Brenner

TROUBLE CENTRES in EUROPE and ASIA

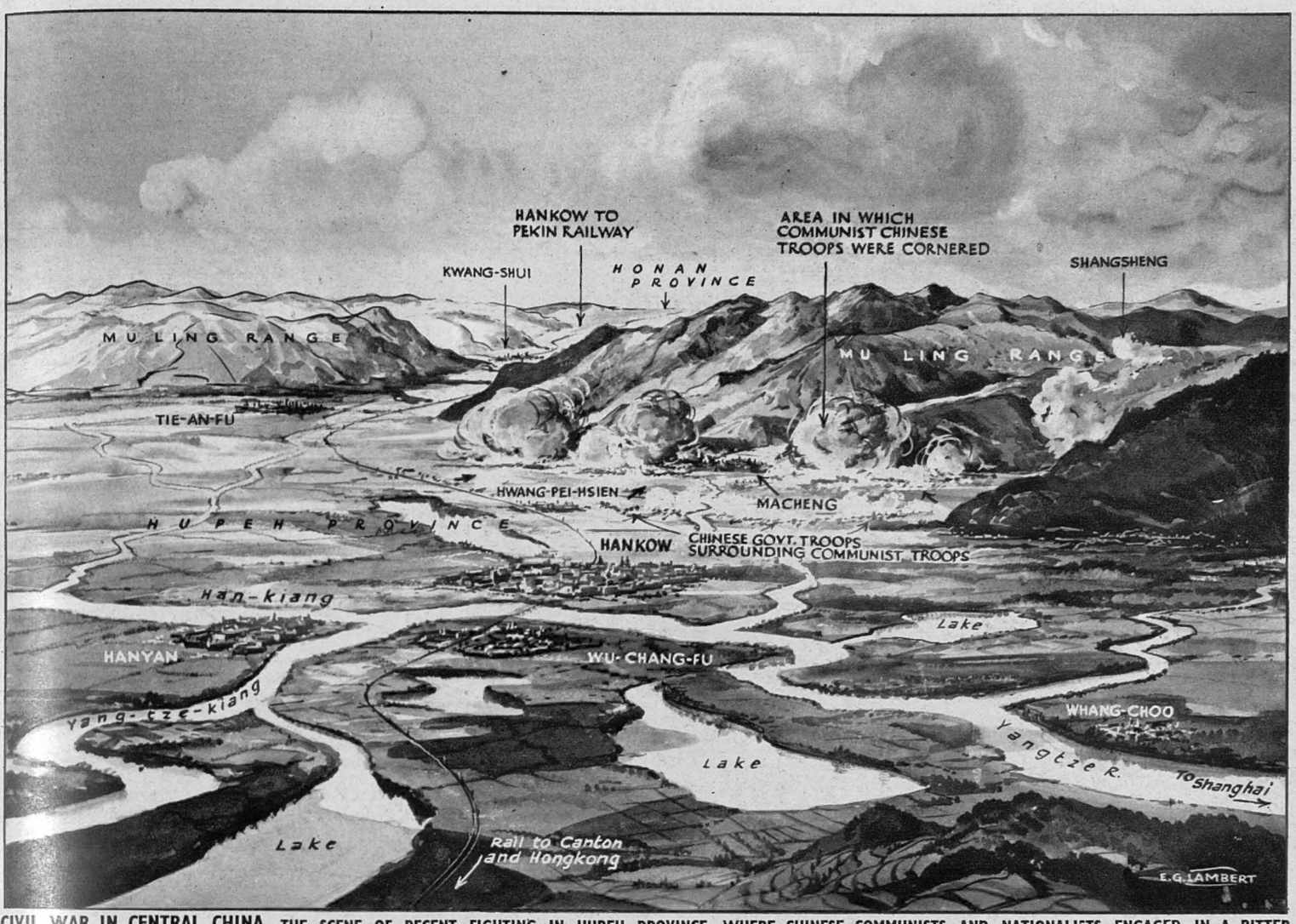
The Question of South Tyrol : The Palestine Award : Civil War in China : A Clash in the Persian Provinces

Under the Treaty of St. Germain, South Tyrol was ceded to Italy after the war of 1914-18, and its cession was often cited as one of the injustices of the 1919 settlement, while the measures of Italianisation applied to its typically Austrian population were among the iniquities of the Fascist regime. It therefore came as an international surprise when the Foreign Ministers' Conference in Paris recently took the decision that South Tyrol should remain part of Italy, and that, except in a few minor essentials, the Austrian claim should be rejected. On the news of the award reaching Innsbruck, there was an immediate demonstration in front of the Provincial Government building, and this was followed by a general strike. In the British Press there have been numerous adverse comments, and more than one writer has urged that the question should be debated in Parliament and brought up for review at the Peace Conference



On right **— BRITAIN KEEPS WATCH AND WARD OVER JERUSALEM : From the Tower of David, the highest point in the city, the British forces can maintain constant watch on the troubled area, and with its radio equipment the tower is really the nerve centre of our protective system. From this tower, too, the curfew sounds each night, warning citizens that it is time to be indoors.** Since the publication of the Report of the Anglo-American Committee of Enquiry on the Palestine problem, precautionary measures in Jerusalem have been particularly thorough, the British authorities fearing an outburst from the Arabs aggrieved by the recommendation that a further 100,000 Jews be admitted to the Holy Land. The Report has made it clear " that Jew shall not dominate Arab and that Arab shall not dominate Jew in Palestine," and that the Muslim and Jewish faiths shall be protected and preserved. It has also been emphasised that any attempt from either side, by threats of violence or terrorism, will be resolutely suppressed—

Drawing by E. G. Lambert



CIVIL WAR IN CENTRAL CHINA—THE SCENE OF RECENT FIGHTING IN HUPEH PROVINCE, WHERE CHINESE COMMUNISTS AND NATIONALISTS ENGAGED IN A BITTER STRUGGLE: 60,000 Communists were cornered north of Hankow, with 300,000 Government troops threatening to annihilate them — *Drawing by E. G. Lambert*

Just when it seemed that Communists and Nationalists in China and Manchuria were coming to terms, and that the long-cherished dream of a United China was within the realm of practical politics, renewed fighting broke out between the rival parties. In Manchuria the Communists seized Changchun and many other key points, but no less serious was the clash in Hupeh Province, north of Hankow, where 60,000 Communist troops were recently cornered by 300,000 Government troops and threatened with annihilation. Before matters could be taken to their conclusion by the forces in the field, a truce was signed, thus holding out renewed hope that Generalissimo Chiang Kai-shek may yet achieve the unity he is seeking.

On right—

The demand for local autonomy in Azerbaijan, which owes much to Russian encouragement, is echoed in a minor degree in several other of the Persian Provinces, and of late there have been disturbances at Isfahan, the second city of Persia, where a trial of strength seems to have been in progress between the Tudeh Party and the mill-owners.

It is evident, however, that the Tudeh Party has not made the progress in Isfahan that it has in North-Western Persia, and the recent disturbances are probably due to the fact that the former deputy and Tudeh representative, Fedaker, has been in the city attempting to rally his flagging supporters, remaining there despite the Central Government's order that he should return. Fedaker has found both the industrialists and small cultivators against his policies of reform.

The Tudeh Party (the word "Tudeh" means "mass," and is the nearest Persian equivalent to "proletarian") was formed in 1941 by a group of some fifty Persians, many of liberal outlook, but including a few Communists who were among the political prisoners released after Reza Shah's abdication. As little support was forthcoming from the Persian governing classes or from the peasants, who were politically apathetic after centuries of subservience, the leaders turned to the Russians, who offered substantial help. The party soon became all-powerful in the Russian zone of Persia, particularly in the Province of Azerbaijan, which now seeks autonomy, but elsewhere its progress has never been rapid.

TROUBLE IN ISFAHAN—A DISTURBANCE IN THE BAZAAR AT THE ENTRANCE TO THE CELEBRATED FRIDAY MOSQUE: An artist's impression of the scene in the second city of Persia, when members of the Tudeh Party clashed with opposing elements, a battle taking place in the thronged market-place. Of recent months Isfahan, Persia's chief industrial centre, has been in a state of disturbance, but it is becoming apparent that the largely Russian-inspired Tudeh Party is not gaining ground there—*Drawing by W. G. Whitaker*

DENMARK SUFFERS A POST-WAR MALAISE

A Land of Plenty Beyond Doubt, but One of Many Misgivings and Discontents

By FERDINAND TUOHY

LEST we come to think so under the barrage of frustrated politicians, some of whom have been caught up by their own smallness, food is not all. A people may be filled to bursting point and still have room for grievances and discontents. Plenitude, with certain temperaments, may lend a heaviness that passes the placid and moves towards the morose.

These remarkable discoveries are to be made in Denmark. With all this strident calling of famine and starvation one might expect the Danes to gaze upon their pasture-lands, thank their lucky stars, and postpone their grouses and complaints. Their even natures, one would think, should fit them to do just that. Why hunt up worry these times in a fresh and lovely land whose youth has everything under its thumb that youth can desire, and where maturer folk may sit back after the smoerbrodt, steak-with-egg, and cream-cake, and, putting back the Tuborg, outpuff Winston—the women, too?

We crossed into Jylland, or North Schleswig, full of the joys of spring, welcoming the road from our Volkswagen on a radiant day. These little cars are excellent for that, because you see no bonnet, but can see all round. Here was the first country we had seen that had got through the show intact, a friendly little country to boot, and one long known for its happiness and prosperity. We had heard of wonderful welcomes at Copenhagen, especially for the British. We had also been advised that we wouldn't find the North Schleswigers so come-hither.

We found Danes, on the whole, smiling and friendly in the towns, some very friendly. What we did not expect was a rather general glumness among the adult population. Nor did we expect, when we got to talking, to find ourselves being put on the defensive. "What do these people want?" erupted my companion at one point. "They should go to Caen for a day!" The old comparison, ever in our minds. But for the brilliance of Montgomery's Twenty-first Army Group, Denmark must have become a theatre of tight-pressed war. Yet liberation was as good as bloodless—135 killed and 830 wounded.

The Danish Resistance of 43,000 had mostly been armed by the R.A.F. at our cost, so that it was with a genuine shock that we heard a farmer say: "We want our own country back." We found that he mistook frequent Unrra convoys, and a Rest Camp at Kolding, for a British Occupation; but when we pressed the matter, his surliness endured. Danes may say, "He was probably a German." I know North Schleswig is full of German refugees and settlers; also that we were in the cradle of defeated Danish Nazism. This man was a Dane, because I asked him. A farmer beaten at the polls, still soaked in personal well-being, but bitter with a sense of grievance because he can no longer get rid of all his produce at roaring prices, as under the Germans—using Danish money, as we advised, *en partant*.

Of course, it is well understood that this sort of thing does not refer to all Danes, or anything like all Danes. It *is* different in Copenhagen, as usually the case in a capital of international bent, however small. But how many times have we been told that the capital is not the country, the people? In Denmark it certainly isn't. We were presently having to defend ourselves on the fish issue—at Fredericia, on the Little Belt, it was. Why won't they open windows more in Danish restaurants, which are usually stale with week-old cigar smoke? Short of air and silly with food is no state in which to argue about fish.

Only 10 per cent. of the Danish fishing fleet was working. Why couldn't we take more fish if we really were so short of food? Why couldn't fish be sent into hungry, "starving," Germany, masses of it, if Denmark provided the refrigerator trucks and wagons?

We told the Danes several things. That British fishermen also want to earn again; that giving orders to a country which jibs at taking sterling, has its unattractive side; that much Danish fish is hard to cut up for purposes of sale, as has to be done in the U.K.; that getting fish in big measure to Germans, except to a near-by place like Hamburg, which happens to be getting along with its own fishing, is ruled out for lack of suitable transport facilities such as the Danes could not provide.

Danes next want to know why we aren't taking their veal and beef, eggs, cheese and bacon in far larger quantities. We repeat our temporary embarrassment in regard to foreign purchases not bone imperative, together with Danish demands for dollar payment. To which they reply: "If you sent us the kind of things we're impatient for, you could pay on the proceeds for any food you want from us."

What do the Danes want most? Here is the list: coal, fuel, clothes, domestic utensils, farm implements, wool, cotton, rayon. They complain that we insist on sending unwanted finished manufactures and luxury goods, and add that even if we sent more of what is wanted, we should be expected to buy Danish manufactures as well as food.

There is no doubt that if first demand, in the national sense, is for coal, what people in the street are thinking most of is clothes. Time and again it came up. I explained that my civilian clothes were in pretty poor shape compared with the suits these Danes were wearing. That took them aback, as did the rejoinder that, from what we could see, both on people and in the shops, tired, bruised, underfed Britain needs the things the Danes say they want most, more than do the Danes, at this stage, anyway. But if we can unhook manufactured textiles without us civilians falling through the seats of our present pants, those are the things to send; just as I believe Danish bacon, butter, and cheese to be our best bets, in return.

If you try and buy butter in Denmark, you promptly get mixed up with the black market. It is rationed at half a pound a week, along with sugar (three pounds a month), bread, and soap. Danes look as clean as ever, and the bread-rationing has a derisory touch of Marie Antoinette, in view of the rich and gaudy cake-shops. As for rationing butter and sugar—at such portions—if it is done to impress strangers, it does the contrary. They are prone to become agitated on hearing the word "coupon" as they study the legendary Danish *à la Carte*.

Incidentally, the waiter himself produces the coupons without being asked, and you learn that the reason of the rationing is that butter is Denmark's principal current export. We learnt we could come by quite a bucket of it for a tyre, and a nice oblong, or two, in return for adequate cigarettage or coffee.

Danish grousing may appear to be chiefly over food sales, but that is on the surface. The Danes have their worries, and it is well that we should know of them. On our brief "swanning" we detected a quartette of other causes of unease or discontent.

The relatively benign nature of the German Occupation has left an unpleasant aftermath. The purge has been a complete fiasco. So far as I could find out, not one execution has taken place among the 14,000 originally arrested. Why should anyone be even imprisoned for having collaborated with the Germans? it is roundly asked. Didn't the Government order a policy of temporising until August 1943, and what could that imply but working for the Germans? A year ago, the Resistance liquidated about a hundred of the traitorous Hipo-Corps, and denouncers. Why not leave matters there? We all acquiesced in the Government's co-operation with the Germans, and we know it even if it makes us feel uncomfortable now, seems to be an unuttered national thought.

Then there are the Danes who miss the German Co-Prosperity Scheme. Prices paid by the Germans were much better than world market prices, and these Danes are not perturbed that payments were largely made out of the £450,000,000 plundered in Denmark by the Germans. It was nearly all spent in the country, they say.

Financial experts are inclined to agree, in view of the fact that all productive machinery is intact and stocks alone are missing. None the less, Danes are not used to deficits of £50,000,000 a year, a lot for a small people. The prosperity Germany brought so unhealthily has gone, but is there anything to take its place in the sterling or the dollar area?

If Nazi Clausenism is quietened or behind bars, another extremist Party has come to town in a big way and added to Danish *malaise*. The Communists walked into twenty-two seats in last autumn's election, and there is a Communist Mayor of Copenhagen. Strikes and walk-outs are gaining adherents in a land where labour used to have an unruffled life, and the well-known Communist tactic of expediency over all has made an unmistakable appearance. "Anything to beat the other Parties with, even if we haven't the slightest use for it."

Finally—it could not be otherwise—there is the Schleswig Question. Gone the "Holstein." No longer can one echo Palmerston's "Only three people have really understood the Schleswig-Holstein business—the Prince Consort, who is dead—a German professor, who has gone mad—and I, who have forgotten all about it." But current Schleswig alone is quite complicated enough.

In 1919-20 the Danes were sensible. They were shy of taking any territory where Germans overwhelmed numerically—that is, Flensburg and south of it. I remember going out with Mr. Brudenell Bruce, Commissioner, to report the plebiscite. On May 5, 1945, the Danish Government remained of like mind and told us so. But since then policy has changed and there is great to-do, exploiting the tiny Danish minority in (German) South Schleswig. It represents rather more than 1 per cent. of the total population (including German refugees from the East), but demands run as far as incorporation of the whole area North of the Kiel Canal into the Danish Kingdom.

The Danes not only still have their own German minority problem in North Schleswig; it is expanded seriously owing to the influx of German refugees. For so unbellicose a race to wish to saddle itself with an enormous German majority south of the border, seems foolhardy.

One of the difficulties that our Military Government experiences is in giving extra cultural and other liberties to the tiny Danish minority in South Schleswig without attracting to it bogus "Danish-minded" persons solely out for the extra benefits. For going carefully, our Eighth Corps regional administration has drawn "rude and vicious" attacks from Government and non-Government organs in Copenhagen.

Danes are rightly worried about greatly augmented Germans in Schleswig, due to pre-surrender and post-surrender causes, but an expansionist campaign will only aggravate the problem.

GARDEN-PARTY IN BERLIN

THE A.C.C. MIX THE CHAMPAGNE COCKTAILS: Hard work behind the bar at the cocktail-party in honour of Marshal of the Royal Air Force Sir Sholto Douglas

A SESSION IN THE SUN: General Nares, Miss K. Birkett (Commandant of the British Red Cross) and Lieut.-Colonel F. C. Miller in conversation together

GENERAL ROBERTSON RECEIVES: Berlin's Deputy Military Governor shaking hands with Miss Lorna Rainbow of the British Section of the Economic Directorate

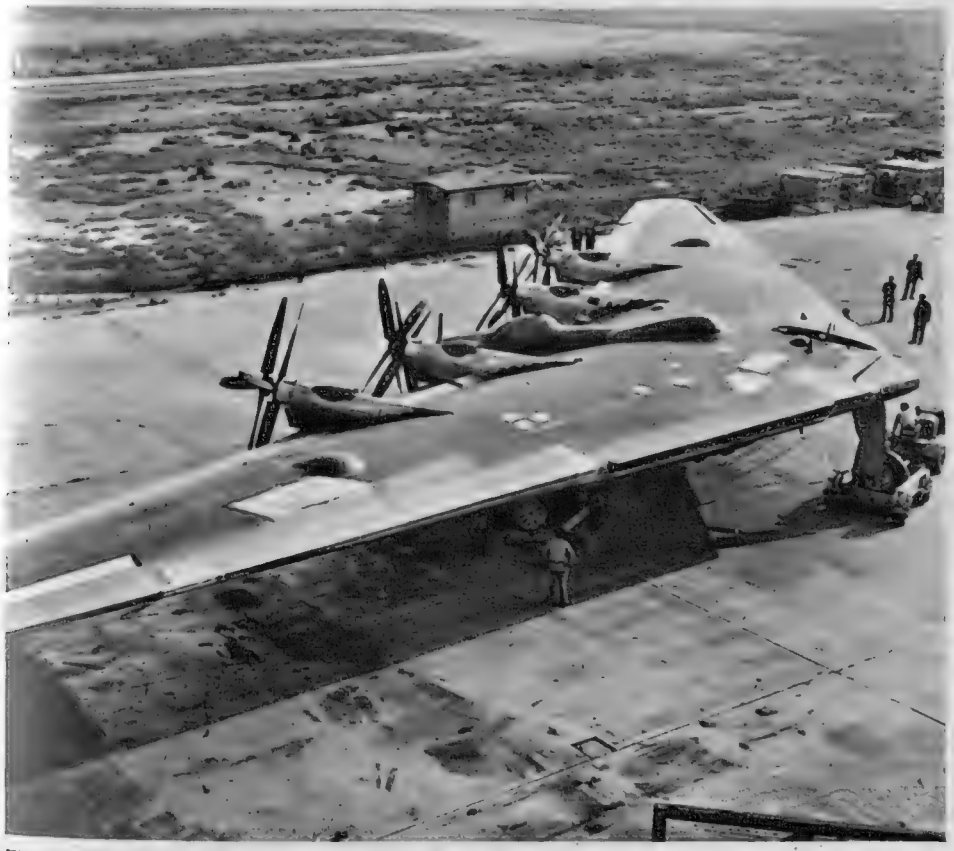
The first garden-party to take place in Berlin under the Allied occupation was held recently by General Robertson, the Deputy Military Governor of the city, in honour of Marshal of the R.A.F. Sir Sholto Douglas. Sir Sholto has now taken over from Field-Marshal Lord Montgomery as Commander of the British zone, and he took the opportunity while in Berlin of meeting the leading members of the Control Commission and other notable figures

THE "WAYFARER" FLYING OVER JERSEY: This aircraft brings Croydon Aerodrome within an hour's flight of the Channel Islands, and at the end of this month it inaugurates the new service. When this picture was taken the "Wayfarer" was arriving at Jersey to participate in the ceremonies on the first anniversary of liberation from German occupation

FLIGHT TO THE CHANNEL ISLANDS

The "Wayfarer" Makes a Trial Trip on Her Scheduled Route: More News of America's "Flying Wing"

The Bristol "Wayfarer," one of the first of Britain's post-war air-liners, created much interest on making her proving flight to the Channel Islands on the occasion of the Liberation anniversary, and in the months to come, when she flies on its regular cross-Channel route to the islands, she will be a familiar sight at the airports of Jersey and Guernsey. The "Wayfarer" is a twin-engined aircraft, and her bulky fuselage is well adapted for passenger- and baggage-carrying. She can take 36 passengers at a cruising speed of 150 m.p.h. Advance bookings indicate a busy season ahead



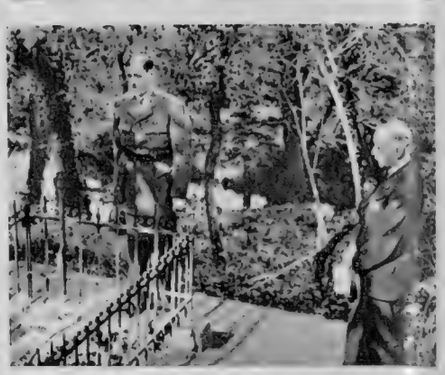
THE "FLYING WING" PREPARES FOR HER INITIAL FLIGHT: The giant new American bomber of unorthodox design seen at the Northrop Works at Hawthorne, California. The machine weighs 104 tons. The four sets of contra-rotating twin propellers are clearly seen in this picture

THE PLASTIC NOSE OF THE "FLYING WING": The control cabin of the new and unorthodox bomber which is being introduced by Northrop's, in California, and, after trials, may be officially adopted by the United States Army Air Corps. The blister above the plastic nose gives the pilot all-round observation, and the propellers being behind him, the frontal view is unimpeded. The "Flying Wing" was conceived in America by John K. Northrop twenty-three years ago, and before Northrop's constructed this 104-ton machine they experimented with several two-engined tailless aircraft which have flown successfully on many occasions. Britain is also developing the "Flying Wing," and at the moment Armstrong-Whitworth's are carrying out extensive trials

THE REAPPEARANCE OF GENERAL DE GAULLE

And Other News In Pictures From Europe and the United States

GENERAL DE GAULLE MAKES HIS FIRST PUBLIC APPEARANCE SINCE RESIGNING FROM THE GOVERNMENT LAST JANUARY: The former leader being acclaimed by citizens of Mauchamps. A picture taken when he visited this small village in the Vendée in order to pay homage at Clemenceau's tomb on the occasion of the National Liberation ceremonies. As the General passed down the main street, there were many shouts of "Vive de Gaulle!"



GENERAL DE GAULLE AT THE GRAVE OF GEORGES CLEMENCEAU: Standing with M. Georges Clemenceau, son of the French Premier of the 1914-18 War, in the churchyard at Mauchamps during the Liberation Day ceremonies. General de Gaulle was asked by M. Gouin to attend the victory ceremonies in Paris, but he firmly declined, and appeared instead at Mauchamps. Later in the day he made a speech to the people, telling them of the greatness of Clemenceau's fight for France, and urging that only in the discipline of a strong State and a united people could modern France eventually achieve security and freedom

SALUTE TO THE STATUE OF LIBERTY—THE FIRST OF A FLEET OF NEW SWEDISH AIR-LINERS PASSING OVER NEW YORK DURING A TRIAL FLIGHT: It is expected that a regular service between New York and Scandinavia will be inaugurated on July 1

The Swedish Air Lines have got off to a good start in the race for aerial supremacy over the North Atlantic, and they have purchased a fleet of Douglas aircraft, the first of which has just been delivered and is seen engaged on a trial trip over New York harbour before embarking on a four-thousand-mile shake-down cruise to Scandinavia. The D.C.4, as it is called, is equipped to carry thirty-two passengers across the Atlantic, and it is generally anticipated that the new service will start on July 1. It is estimated that six aircraft will be needed to operate on this route, which is expected to be well patronised, as the United States has a very large population of Swedish-Americans

R.E.s DO A BIG JOB—BUILDING A HIGH-LEVEL BRIDGE ACROSS THE RHINE AT COLOGNE: A mighty task now being completed by men of the Royal Engineers with the assistance of German civilians. One of the central spans, weighing 450 tons and 240 ft. long, is seen after it had been floated down the river and into position on four 1,000-ton barges. The barges were lashed together, and on these was built up a six-storey superstructure made up of Bailey sections, the span resting on the top, 50 ft. above water-level. When the barges were in position, water was pumped into their holds until the ends of the span eventually settled into the appropriate piers. The barges were then floated away clear. The new bridge will be open for traffic in June, and it will have two carriageways, a cycle track and footwalks. The total length will be 1,480 yards. In the distance on the right can be seen the twin towers of Cologne Cathedral, and away on the left are the remnants of the celebrated Hohenzollern Bridge. British engineers have also bridged the Rhine at Wesel, Rees and other points, but so far this is their most difficult undertaking. Only by building high-level bridges can the Allies ensure the maintenance of the vital coal traffic on the river

SWEET ARE THE USES OF PUBLICITY: Miss Lessie Weatherly lies stretched on a pavement in one of the thoroughfares of Atlanta, Georgia. Hundreds of spectators surrounded her, and when interviewed by the Press she explained that the hotels were full, that she could not get possession of a home she bought last February, and that the pavement was a last resort. Later on, relatives rescued her

DANCING A WELCOME: Members of the Greek-American Society of the Piræus giving a demonstration of Grecian folk-dancing on the deck of the United States battleship "Missouri." A picture taken during the *Missouri's* recent visit to the port of Athens in the course of her Mediterranean tour. The battleship first visited Constantinople, carrying on board the remains of the late Turkish Ambassador to the United States, and she afterwards cruised back towards Gibraltar, stopping en route at the Piræus, Naples, Algiers and Tangier

THE ROAD BACK FOR LENI RIEFENSTAHL: The German film-actress and producer and friend of Adolf Hitler seen with her husband, Herr Jacob, and her mother leaving Austria in an open lorry en route for her native Germany. Frau Riefenstahl has just been ejected from her luxurious chalet at Kitzbuhl and, with only 100 lbs. of baggage and 120 marks, was sent across the border under an order compelling all Germans to leave Austria. Her house was sealed and its furniture left intact. During the 1930's Leni Riefenstahl made several films for the Nazi Party, including an elaborate official record of the Olympic Games of 1936, and she also appeared in *Storm on Mont Blanc* and *The White Hell of Pitz Palu*. She protests that she was never at any time a member of the Nazi Party. Of Adolf Hitler she said briefly to a Press correspondent: "I only met him twelve times. He treated me as an artist. We talked of films—always." She hopes to be allowed to settle in Berlin with her husband, who is an ex-officer of the Wehrmacht, and she would like to have the chance of making films again

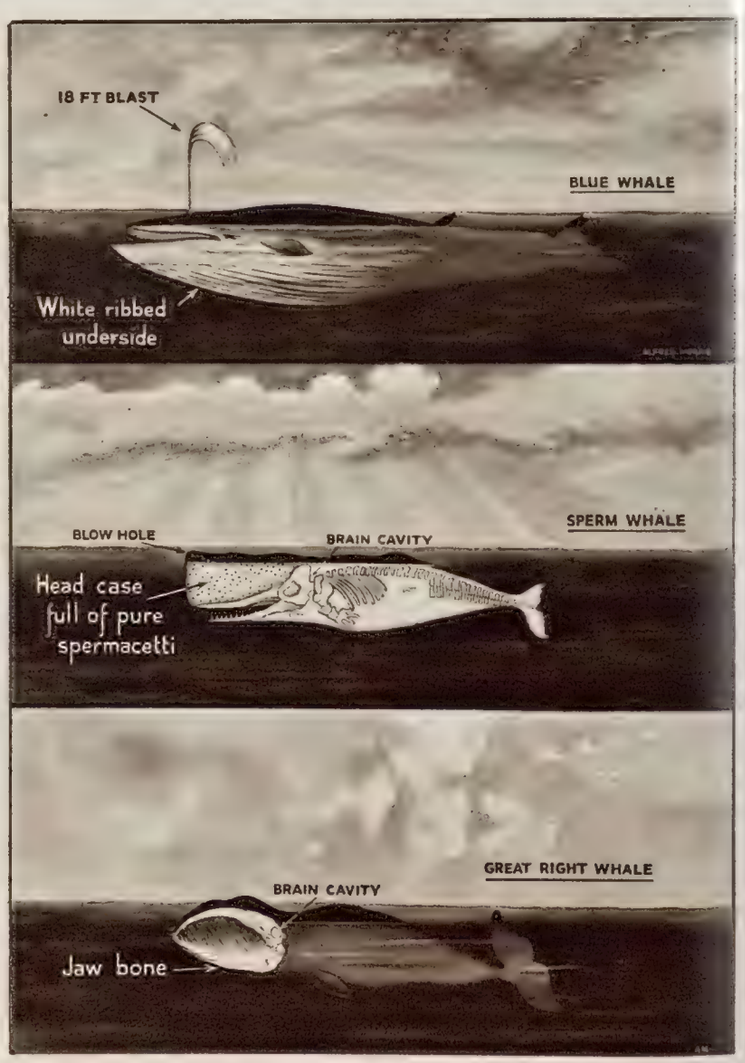
WHALING-SHIPS WORK WITH THE AID OF AIRCRAFT—A NEW DEVELOPMENT IN THE HUNT FOR WHALES IN ANTARCTIC WATERS: A diagrammatic sketch showing a modern factory ship accompanied by its spotting planes and its 500-ton catching vessels. As soon as the amphibian planes sight their prey they wireless the position to the catchers, which immediately head for the spot with their harpooning crews ready to fire the guns. When a whale is caught, it is hauled up the slipway at the stern of the factory ship and processing begins at once—*Drawing by E. G. Lambert*

WHALE-HUNTING WITH AIRCRAFT

Walrus Amphibian Planes Will Spot the Prey for the Harpooning Vessels

In the autumn whaling in Antarctic waters will be renewed, and a 22,000-ton whale-factory ship, which was recently launched at Belfast, will lead the fleet of 500-ton catching vessels to the area where the whales are expected in greatest numbers. In the hangar of the factory ship will be two Fleet Air Arm Walruses, which saw service during the war, and they will take part in the first real effort yet made to hunt whales with aircraft. The Walruses, which will be piloted by former Fleet Air Arm officers, will be catapulted from the factory ship, and it will be their task to spot the whales and signal their positions. Both the factory ship and the planes will be equipped with homing sector beacon apparatus, and they will thus be able to locate each other at any given moment. The coming whaling season is of vital importance, owing to the need for fats in Europe, and it is hoped that these elaborate measures will result in a 100 per cent. catch

THE NORWEGIAN WHALER "NORVHAL" IN TABLE BAY: The factory ship seen at Cape Town after completing her first voyage in Antarctic waters. The "Norvhal" was built in Britain in 1945, and an even more up-to-date ship, the "Balaena," will be joining the whaling fleets during the next season, which begins in the autumn. The "Balaena" was launched recently at Belfast



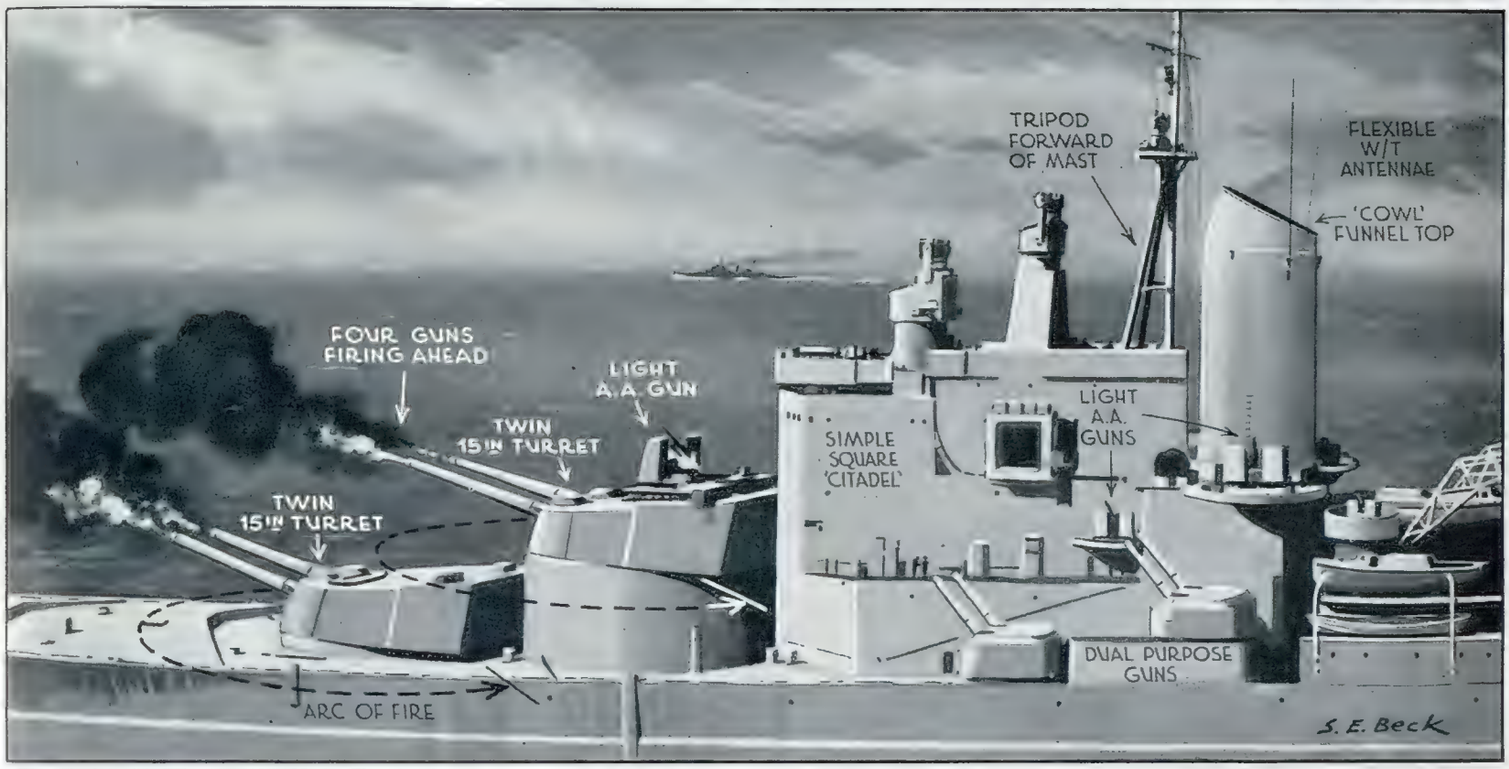
***On right*—MEMBERS OF THE GREAT WHALE FAMILY: A diagrammatic sketch showing the characteristics of the Blue Whale, the Sperm Whale and the Great Right Whale. The Blue Whale is the most sought-after by the factory whaling fleets of the Antarctic, but unfortunately it is declining rapidly in numbers, and there are now said to be only 15,000 Blue Whales in existence, owing to the piratical methods of catching that have obtained in the past.** At one time 88 per cent. of the annual catch consisted of Blue Whales, but just before the war they represented little more than 33 per cent. of the season's haul. The largest and most important of the toothed whales is the Cachalot or Sperm Whale, which yields the most valuable of the whale-oils in addition to spermacetti and ambergris. The Right Whale is largely found in northern waters, and a few of them are still caught in the North Atlantic. At one time its long plates of baleen or whalebone were in great demand for shaping or stiffening ladies' dresses. It will be noted from the diagram how the greater portion of a whale is under water, and for this reason it presents a difficult target for the harpooning crews which pursue it in the catching vessels

—*Drawing by Alfred Morris*

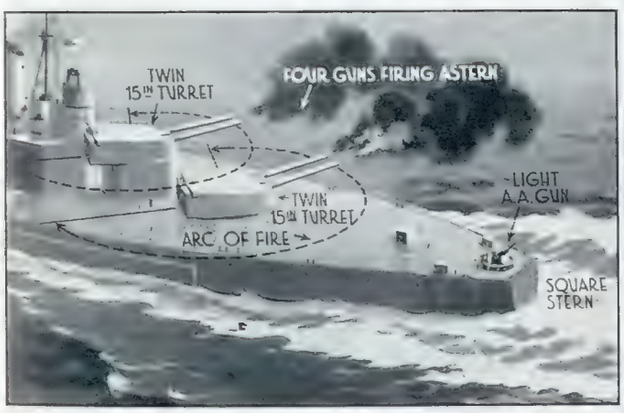
MORE ABOUT H.M.S. 'VANGUARD'

A Comparison of the new Battleship with the "King George V"

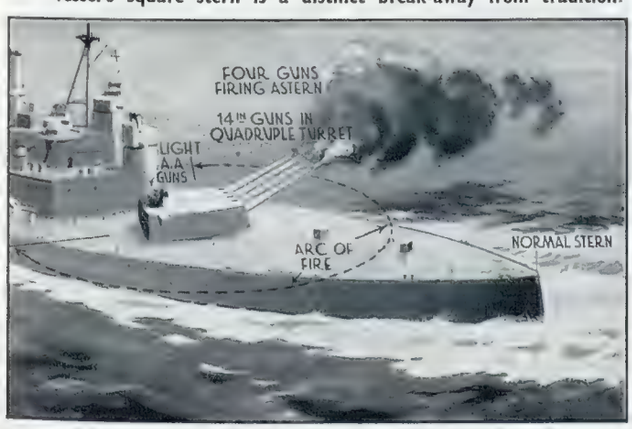
THE STRIKING SILHOUETTE OF BRITAIN'S LATEST AND BIGGEST BATTLESHIP: A diagrammatic sketch of H.M.S. "Vanguard," which was recently completed at Messrs. John Brown's Yard, Clydebank, and, after being visited by Princess Elizabeth, began her trials in northern waters. Notable features in the "Vanguard's" outline are the sharp rise in the foredeck and the cowl tops of the funnels



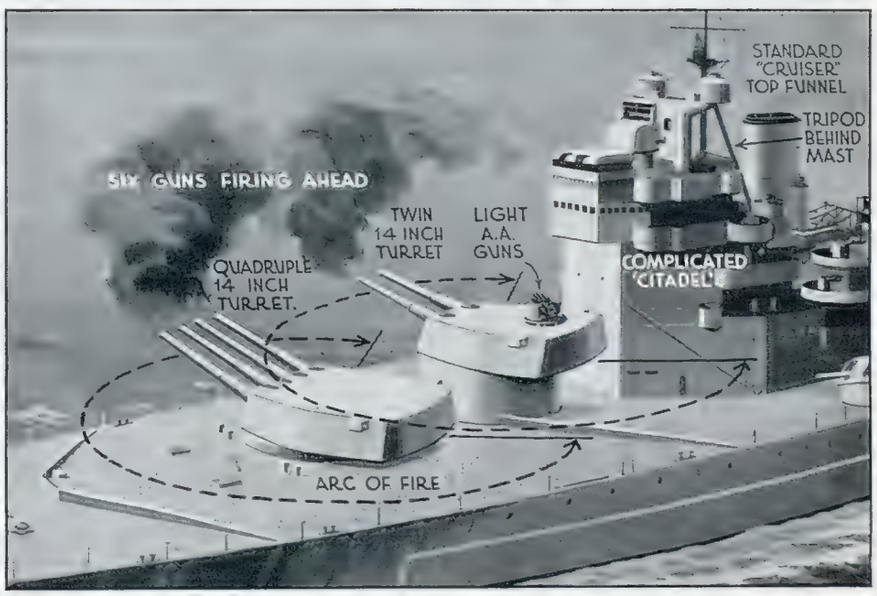
THE CITADEL OF THE "VANGUARD": The simple square superstructure of the new battleship is in marked contrast to previous British capital ships, with their multitude of projections. The four 15-in. guns, representing half the main armament, are mounted forward in twin turrets, as compared with the triple 16-in. turrets of "Nelson" and "Rodney," and the quadruple turrets of the "King George V." No details are as yet disclosed of the radar equipment of H.M.S. "Vanguard," but it is linked both to her main armament and to her sixteen 5·2-in. anti-aircraft guns, enabling her to engage all unseen targets



FOUR GUNS OF THE "VANGUARD'S" MAIN ARMAMENT FIRING ASTERN: A sketch showing their wide, sweeping arc of fire. The vessel's square stern is a distinct break-away from tradition.



"KING GEORGE V" IN ACTION: The 14-in. guns in this older battleship are mounted in a quadruple turret. It will be seen how the stern of the vessel differs from that of the "Vanguard"



THE FORWARD GUNS OF H.M.S. "KING GEORGE V": The battleship has a quadruple turret and a twin turret for its main armament, the twin turret being the more elevated of the two and having on top an emplacement for light A.-A. guns. The citadel of H.M.S. "King George V" is more complicated than that of H.M.S. "Vanguard"—*Drawings by S. E. Beck*

The new British battleship H.M.S. *Vanguard*, of 42,500 tons, makes an almost complete break with Royal Navy tradition as regards appearance. The hull differs from usual British practice in two main particulars. Firstly, the deck line rises sharply at the bow and there appears to be considerably more "flare" than that possessed by the King George V class. This should give *Vanguard* a drier foredeck in heavy weather. Apparently the Admiralty's insistence that the forward guns should be able to fire directly over the bow with no elevation has been overcome; there is also a pronounced rake on the stern. The second break-away is the new ship's square stern, which, it is understood, assists in reducing propeller slip. *Vanguard's* anchors are housed flush with the hull in special recesses. This is a small point, but a novelty in the Royal Navy, although several of our merchant ships have this feature, including the *Queen Mary* and *Queen Elizabeth*. The citadel of the *Vanguard*, in its square simplicity, stands out in sharp contrast to that of previous British capital ships, with their multitude of projections and paraphernalia. The standard British "cruiser" funnel tops have gone by the board, being replaced by extremely foreign-looking cowl tops. *Vanguard's* silhouette reveals a nicely proportioned ship, the superstructure rising in a fairly sharp curve to the director control tower forward

TO TAKE ITS CHANCE AT BIKINI: This impermeable protective clothing developed by the United States Army's Chemical Warfare Service will be subjected to intensive blast during the forthcoming atom-bomb tests in the Pacific. The clothing will be exposed in various ways, and subsequently it will be made the subject of intensive study. It is the intention of Vice-Admiral Blandy, head of the U.S. Navy's Division on Special Weapons, that the Army and Navy shall emerge from the atomic tests with a full knowledge of how existing equipment stands up to the ordeal of atomic attack

BRIEFING REPRESENTATIVES OF THE TECHNICAL PRESS: Rear-Admiral W. S. Parsons (second from right at table), Deputy Technical Director of the atom-bomb tests which are to take place in the Pacific in July and August, presiding at a conference at the Navy Department, Washington, attended by members of the National Association of Science Writers. The conference was held so that contributors to the Press should have a full knowledge of the technical factors involved in the tests, and would be able to present them to the public in proper perspective. Seated on the right of Rear-Admiral Parsons are Commodore J. A. Snackenburg, the Chief of Staff of the Joint Army-Navy Task Force and Rear-Admiral Solberg, Director of Ship Material

THE ATOM-BOMB TESTS DRAW NEAR

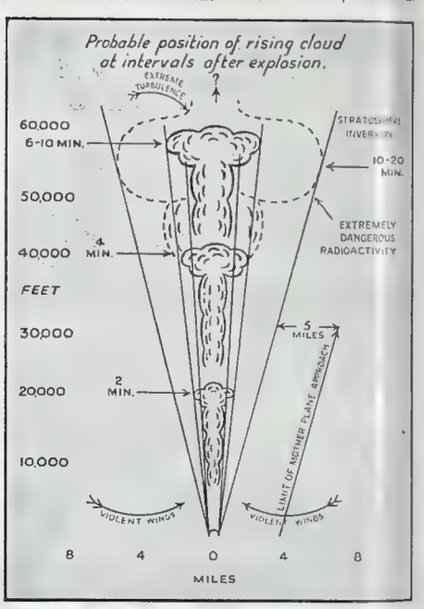
The United States Army and Navy Plan to Submit Every Kind of Equipment to the Ordeal at Bikini

The atom-bomb tests which were originally intended to take place on May 1 at Bikini Atoll, in the Western Pacific, are now scheduled for July and August. Preparations are now far advanced and the doomed fleet which is to participate in the experiment is already converging on Bikini, in the Marshall group, about 2,500 miles to the south-east of Japan.

Readers of THE SPHERE will have learnt already of the preparations which have been made to record what takes place when the first atom bomb parachutes down in the region of Bikini. Automatic instruments, including cameras and sound equipment, will record every detail and help to render the scientific investigation complete. These instruments will be installed in pilotless planes in 100-ft. steel towers on neighbouring atolls, and in specially-prepared emplacements beneath the sea.

A veritable army of men is engaged in the tests, technicians gathered from every branch of the Services being among the 35,000 who are gradually assembling in the region of the atoll.

In the pictures shown on this page particular emphasis is laid on the gathering together of military and naval equipment for subjection to test. Quite apart from the testing of the behaviour of giant battleships and aircraft-carriers under atomic blast, Vice-Admiral Blandy and his men are seeing to it that tanks, planes, radar sets, anti-aircraft guns, and, indeed, every possible item used in naval and land warfare shall be subjected to the coming ordeal, and, from the results obtained, America will without doubt plan her defensive forces for the future. Much of the equipment that is being tested will be carried on the decks of aircraft-carriers and battleships, and the *Arkansas* and the *Saratoga* have already taken on board this experimental material and sailed for Pacific waters



AFTER AN ATOM BOMB IS DROPPED: A sketch of the cloud which rises from the bombed area and which will form the subject of special research during the Bikini experiments. At the base of the cloud violent winds are set up, while at its summit there is a highly dangerous area of radio-activity. It takes just about four minutes for the cloud to reach a height of 40,000 ft

THE "SARATOGA" HEADS FOR PACIFIC WATERS: The aircraft-carrier, which will be one of the test ships in the great Bikini experiment, seen as she left San Francisco on her voyage to Bikini. On her flight-deck were planes and Army tanks which will be subjected to the tests

A TEST SUBMERSION WITH NO CREW: The submarine *Apogon*, which is to be unmanned during the Bikini tests and will be stationed at depth in the vicinity of the atoll, being lowered beneath the waters of Pearl Harbour with the aid of weights attached to bow and stern. To surface the crewless ship, air was pumped into the ballast tanks by pipeline from the accompanying salvage vessel

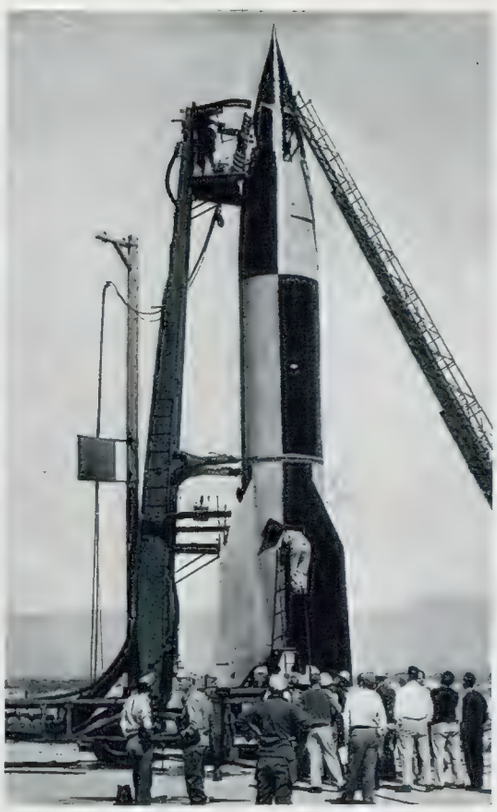
ABOARD THE DOOMED "ARKANSAS": Tanks loaded in the bows of the obsolete American battleship, which will carry a quota of military equipment on her decks as she takes station at Bikini Atoll and is subjected to atomic blast

THE V 2 IS HOISTED ON TO THE LAUNCHING PLATFORM : A scene at the U.S. Army Ordnance Proving Grounds at White Sands, New Mexico, where a series of experiments are being carried out with German rockets and with American-made versions of the V 2. It is planned to use these rockets for scientific research in the ionosphere, and the war-heads, instead of containing explosives, are fitted with scientific instruments, lead encased

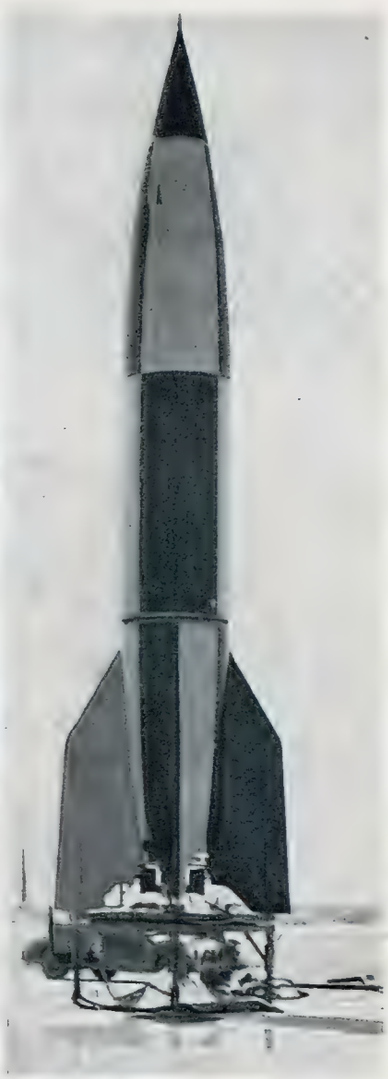
V 2 SOARS AGAIN

Experimenting with Nazi Rocket Equipment on the Plains of New Mexico

The V 2 rocket, which the German artillery never really learnt to master, although firing it with a degree of precision against London, is now the subject of intensive research by the United States Army. At the U.S. Army Ordnance Proving Grounds at White Sands, New Mexico, these ex-German rockets, and also improved patterns made in America, are being fired regularly with a view to compiling data regarding their potentialities in meteorological research. The war-heads of the rockets are no longer filled with high-explosive, but they are sent aloft equipped with special meteorological recording instruments, and after reaching the ionosphere, 60 miles above the earth, they begin their swift descent, the fall being broken by parachute. Up to the time of writing, the experiments have gone according to plan, and members of the Press who attended a special demonstration were much impressed by the way in which the power was shut off from a rocket by radio control



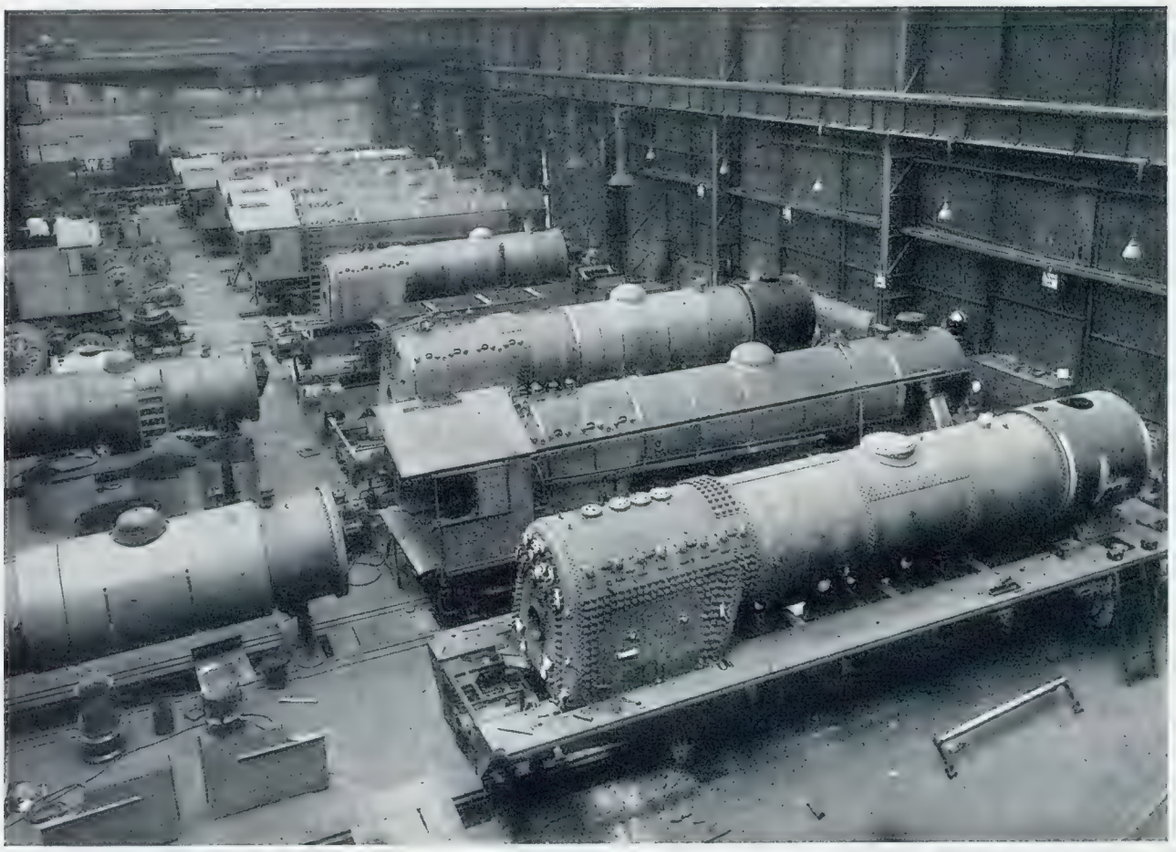
FINAL ADJUSTMENTS BEFORE THE TAKE-OFF : A German V 2 being prepared for its flight into the ionosphere from the U.S. Army's Proving Grounds in New Mexico. The extending ladder on the right provides access to the war-head, while the pipes, carrying the fuel, are run in from the left



ALONE AND READY : A V 2 stands on its platform before being fired from the desert of New Mexico on an experimental flight

AWAY SHE GOES : A V 2 soaring skywards after being released from the United States Army Ordnance Proving Grounds at White Sands, New Mexico. On this flight the V 2 was only permitted to travel a short distance, when its power was shut off by radio control from the ground

THE TRAIL OF THE ROCKETING V 2 : As the rocket soars into the ionosphere, reaching a maximum height of 75 miles, it leaves behind it a corkscrew pattern in the sky. During the last days of the war on London, many watchers on the east coast saw these spiral formations as the Germans fired their last missiles before abandoning their launching-sites to the advancing Allies



LOCOMOTIVES LOOM LARGE IN BRITAIN'S EXPORT CAMPAIGN: Engines under construction at the North British factory in Glasgow, where large orders are being completed for oversea railways, particularly in the Commonwealth. Seventy-five per cent. of the output goes abroad, and current orders include 150 locomotives for South Africa, 110 for India, and 40 for Malaya. Orders for the home market include 110 locomotives for the London and North Eastern Railway. After six years of war, every country in the world is requiring replacements, and so great was the destruction by the R.A.F. in North-West Europe, when train-busting formed a part of offensive policy, that it will be many years before Europe's needs are satisfied. America is helping by lending locomotives to the French

RESTORING EUROPE'S WAR-SHATTERED COMMUNICATIONS: A locomotive about to be swung aboard the s.s. "Empire Wallace" at Gladstone Docks, Liverpool, when en route to Trieste for service on the Yugoslav railway system. It is the first of 110 engines which are being built for U.N.R.R.A. by the Vulcan Foundry, Newton-le-Willows, Lancashire. Sixty-five of them are for Yugoslavia, thirty for Poland, and fifteen for Czechoslovakia, and they form part of the British contribution to U.N.R.R.A. Each locomotive costs over £16,000, and the total cost is in the neighbourhood of £1,750,000

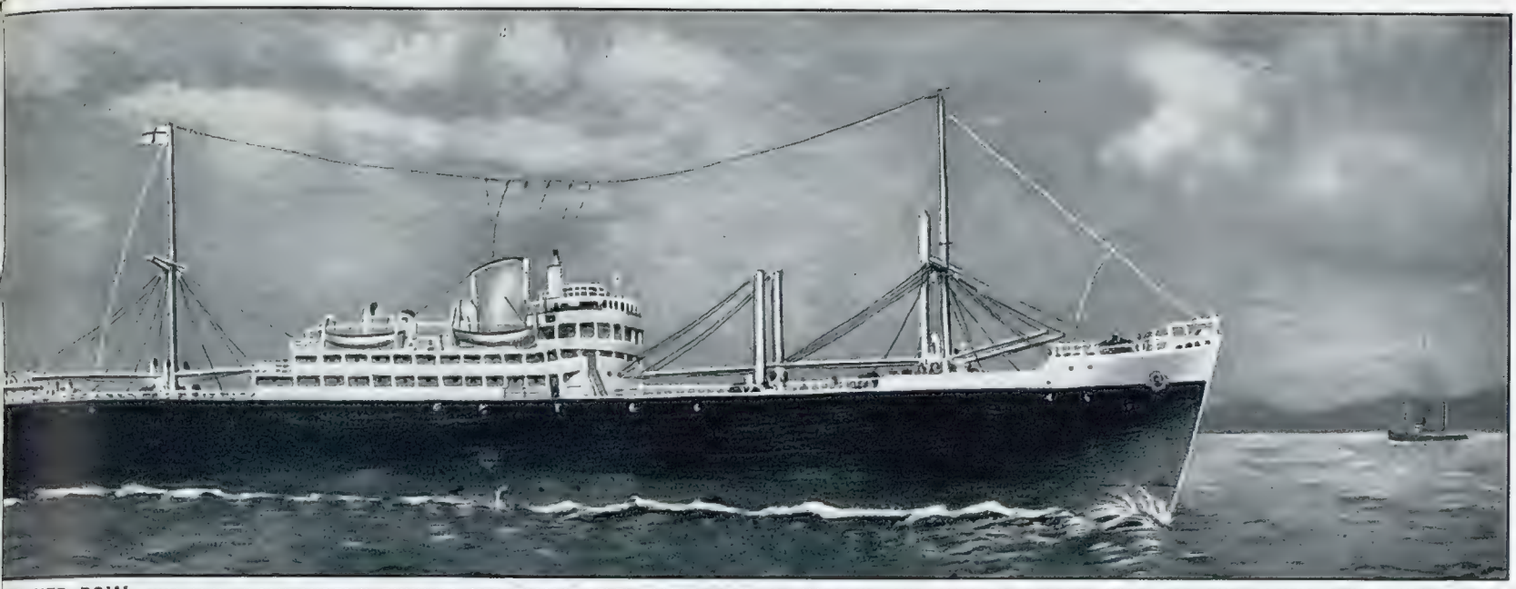
THE ROBOT FARM LABOURER: A labour-saving device makes its appearance on a Kentish farm. This machine, which is hitched up to a tractor, is used on Twitton Farm, near Otford, for planting and hoeing seed potatoes in one operation. With one man at the wheel of the tractor and four workers seated on the robot, it is possible to plant a ten-acre field in four to five hours, a job which would normally take ten labourers two days. A spare sack of potatoes is carried above the bin

A POST-WAR MERCHANT LINER MA
COMPANY: She is a vessel of 10,

BRITAIN BUILDS LOCOMOTIVES FOR THE WORLD

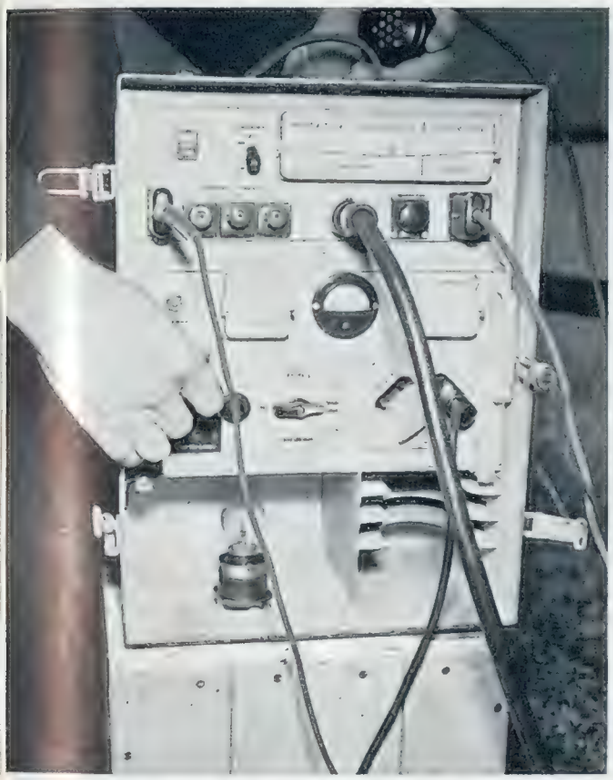
And Other News of Mechanical and Engineering Interest

EYES IN THE DARK—A DEVICE THAT BROUGHT DEATH TO MANY A JAPANESE SOLDIER: Private L. Azaroff, of the United States Army, seen at the wheel of his jeep wearing the "Snooperscope," an instrument, using the infra-red ray principle, which permits him to see clearly in the dark. The "Snooperscope" is attached to a special helmet, and, when used in the front line by a sentry, he can detect the approach of enemy patrols. There is an alternative version known as the "Sniperscope" which operates in exactly the same manner, but, as the name implies, it is specially adapted for the use of snipers



ES HER BOW—THE M.V. "SANTANDER" RUNNING HER TRIALS AFTER COMPLETION AT HARLAND AND WOLFF'S BELFAST YARD FOR THE PACIFIC STEAM NAVIGATION)0 tons, and she is specially equipped to carry cargo and passengers, operating on the Panama route to the west coast of South America, calling at the ports of Chile and Peru—*Drawing by E. H. Judd*

The motor-vessel *Santander* belongs to a type which was growing increasingly popular before the war, being a fast merchant vessel with a speed of 16 or 17 knots and equipped at the same time to carry a limited number of passengers with all the comfort to be found on a modern liner. The *Santander* has four double rooms and four single rooms, some with private bathrooms and showers, and she has a dining-room for forty persons (including the ship's officers), an attractively furnished lounge with adjacent bar, and a spacious boat-deck. There are five cargo hatches in the vessel, each served by electric winches and tubular steel derricks for rapid handling, and in addition there is a steel specie-room alongside the master's suite and therefore directly under his supervision. The chart-room and wheelhouse of the *Santander* are exceptionally well equipped with navigational appliances, including a scanner radar set for giving early warning of the approach of other surface craft, thus reducing to a minimum the menace of fog at sea



THE AMPLIFYING SYSTEM OF THE "LICHTSPRECHER": This German device was used during the war to send messages along a beam of light, thus by-passing wireless communication over distances up to ten miles

DEMONSTRATING THE LIGHTSPEAKER AT NORTH-WESTERN UNIVERSITY, CHICAGO: Professor W. S. Huxford and an assistant operating the German device which permits spoken messages to be sent over a radio beam. For peacetime use it is suggested that it could be employed with advantage in crowded harbours and airports where radio wave-bands often jam

AMERICA ADAPTS THE LIGHT-SPEAKER

An Ingenious German Device of War-time Origin

***On left*—THE MASTER SWITCH OF THE LIGHTSPEAKER:** Messages can be sent by voice or Morse code, and an operator is seen with his thumb on the Morse key just below the switch

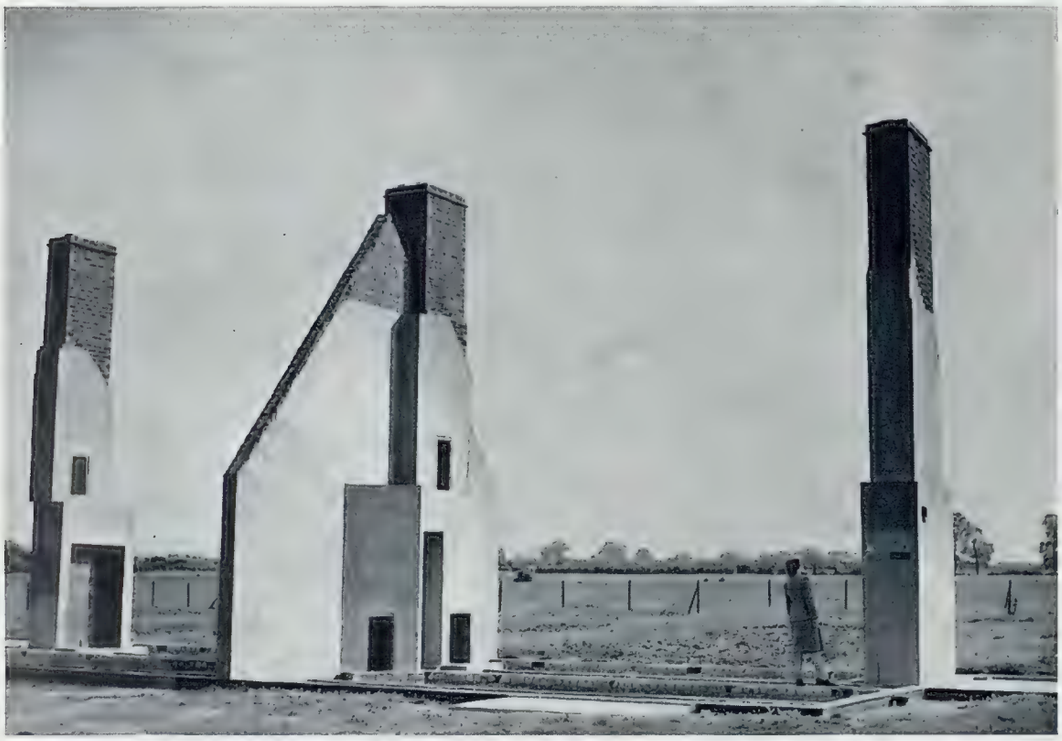
The Lightspeaker, a German device captured by the American forces and sent for examination to North-Western University, Illinois, was used by both the German forces and the Japanese to send spoken and Morse code messages along a beam of light, presumably to avoid Allied interception. The apparatus consists of an optical system which converts sound into varying light pulses, and these pulses are focused on a photo-sensitive receiver at a distant station. There the pulses are changed back into audible sound and heard through an ordinary telephone head-set. The voice messages are transmitted on rays of infra-red light, and the optical system is fitted with filters which blot out all but the infra-red waves. Professor Huxford, of North-Western University, is of the opinion that the Lightspeaker would be of the greatest use at airports and in crowded harbours

A NEW USE FOR TROOP-CARRYING GLIDERS : A Morris saloon car towing away a section of a glider from an airfield in Wiltshire. A local business man has purchased a number of these aircraft, and he intends converting them into modern trailer caravans, for which there is a considerable demand. Several of the gliders took part in the invasion of Normandy, and they have been lying idle and neglected ever since the close of the war. Some of the intending purchasers propose to live in their caravans in view of the housing shortage

GLIDER INTO CARAVAN : A picture showing a section of a modern military glider provided with a table and chair to indicate the size of the compartment. The gliders are being purchased by a Wiltshire business man, who is superintending their conversion, and who is already receiving numerous applications for them

HOMES ON THE RIVER : HOMES ON THE ROAD

How Britain is Facing the Housing Shortage in Various Ingenious Ways

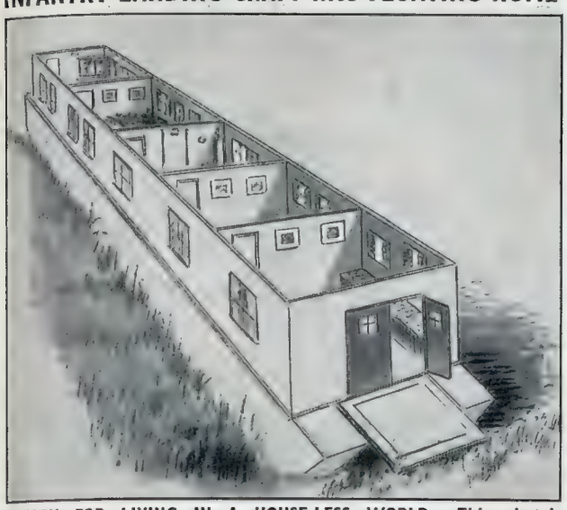


THE BRICKLAYERS GOT THERE FIRST : These end-walls, chimneys and foundations have been erected by Cheltenham Rural Council, and they are to be seen in several villages in the Gloucestershire area, striking a somewhat incongruous note. They are actually awaiting the arrival from Sweden of the prefabricated sections which form the greater part of each structure, and the delay has naturally been causing considerable comment locally

Below—**FOR THOSE WITH A WANDERLUST AND A GIFT FOR ACROBATICS : This super trailer caravan, or portable home, was recently on exhibition at the Trailer Coach Show in Chicago and received a full measure of publicity. It has three bedrooms upstairs and two downstairs, and the upper storey is raised and lowered by hydraulic lifts telescoping over the exterior walls of the ground floor.** The caravan is 10 ft. high when ready for the road, and 15 ft. high when the upper storey is prepared for occupation and the wheels are removed. Visitors to the exhibition commented freely on the alarming possibilities facing late risers

THIS IS A BELGIAN PREFABRICATED HOME : One of the new designs recently placed on exhibition in the Parc du Cinquantenaire, in Brussels. The house is of extremely simple construction, the two gable ends forming both roof and walls at the same time. Bricks are scarce in Belgium, so they are only used for the foundations and for the single chimney. The design has much in common with one brought out by the German authorities to house blitz victims during the war years

INFANTRY LANDING-CRAFT into FLOATING HOME



DESIGN FOR LIVING IN A HOUSE-LESS WORLD: This sketch shows the five separate compartments into which the infantry landing-craft is now being divided in the process of converting it into a house-boat. All the warlike gear has been taken out of the boat, and all the conveniences of a small modern house put in their place. The house-boat has been designed with Admiralty approval by Commander Stanley Bell, R.N.V.R., and it is only available for those people who can prove that they have no other home. The house-boat costs £875, and if the purchaser is a Londoner, he can moor it at any point on the Thames where he is willing to pay the mooring charges of a few shillings a week. The boat is ready furnished with crockery, curtains and cushions

THE FLOATING HOME IS TOWED UP-RIVER: An infantry landing-craft, after its conversion into a house-boat, being taken to its berth on the upper reaches of the Thames. Hosts of these infantry landing-craft are now being transformed by a Surrey firm of engineers, and Bentall's, the Kingston department store, have been exhibiting furnished models. There is already a formidable waiting list for the floating home, many people regarding it as the ideal solution to their housing problems—*Drawing by R. Johnston*

BUILDING THE "SEABEE" FLOATING HOME: Men at work on the Thames at Kingston converting an infantry landing-craft. The task of conversion presents no great problems, and the superstructure is so designed that there is at least 6 ft. 2 ins. of head-room in every cabin. Fresh water is carried in tanks beneath the flooring

THE FINISHED PRODUCT: The "Seabee" floating home lying at its moorings at Hampton Wick after being converted from an infantry landing-craft. The hull is of metal construction, and the house-boat is perfectly equipped to withstand rougher weather than it is likely to meet in the Thames or on any inland waterway

MRS. SPENCER GOES SHOPPING: Her home is a shrapnel-riddled motor-torpedo-boat moored at Chertsey. Although the outside of this little ship of the 1914-18 war is not very prepossessing, Mrs. Spencer has made it very comfortable within. When she goes on a shopping expedition into Chertsey her nine-months-old daughter and her two-year-old son sit in the pram, which goes into the pram dinghy

EVERY MODERN COMFORT WITHIN THE "SEABEE": The kitchen (*left*) and one of the bedrooms (*right*) of the converted infantry landing-craft. The kitchen is equipped with a modern four-burner gas-stove and oven, which is supplied with Calor gas, and there is also a Calor gas geyser in the bathroom. In addition, the kitchen has a stainless metal sink and an aluminium-covered kitchen table for preparing food. The purchaser receives a full set of aluminium saucepans and a full set of crockery, knives, forks and spoons

Although there is nothing new about a floating home on the Thames, and many Londoners with humdrum jobs in the city live in cabin cruisers or house-boats on quiet reaches of the river between Chelsea and Teddington, there is no doubt that increased interest in this way of life is being taken by those who find it impossible to acquire homes on land. Commander Stanley Bell's conversion of the modern infantry landing-craft into a comfortable floating home is a first-rate piece of work, and already large numbers of people have applied for these conversions, and many have flocked down to the P.L.A. pier at Lambeth Wharf to see the prototype officially opened by Sir Alan Herbert, M.P., the author of *The Water Gypsies*. The makers point out that it is no good members of the public trying to buy one of these houses simply as a summer resort or in order to make money as all applicants have to prove that they have no other home already, and they have to sign an undertaking that for two years at least they will not sell the house-boat for more than they have paid for it. Each house is divided into five compartments by double walls or bulkheads made of fire-resisting sheeting. There are two bedrooms, a bathroom and lavatory, a saloon and a kitchen, and the compartments all have over 6 ft. 2 ins. of head-room. All the furniture is built in. The kitchen, bathroom and bedrooms have running water, and a slow-combustion stove that can be closed or opened is fitted in the lounge. The kitchen is fully equipped

THE SHOCK MAKER: A South American electric eel in the laboratory of Dr. Chargas, at the University of Brazil, where the electrical characteristics of this fish are being made the subject of a special study. From the area pointed out to the head of the eel are lodged the vital organs. The rest of the body represents the power plant

DR. CHARGAS TESTS THE POWER GENERATED BY AN ELECTRIC EEL: Conducting an experiment at the University of Brazil. The electricity is generated in four organs lying in pairs under the skin, and it is used by the eel for killing or stunning the fish on which it feeds

HOW MUCH ELECTRICITY IN AN ELECTRIC EEL?

Scientists Measure the Capacity of Its Power Plant

The electric eel, a 6-ft. monster from the rivers of Brazil and Guiana, has always been celebrated for the powerful shock that it is able to impart; but until now these characteristics have never been investigated with the thoroughness that they deserve. One expert on the subject is Dr. Christopher Coates, of the Aquarium, New York Zoo, who declares that "the electric eel is a mighty good electrician, making more electricity with less equipment than men can do." Dr. Coates has been conducting research with regard to electric eels for some time, while in Brazil Dr. Carlos Chargas, Junior, is also studying the subject in his laboratory at the Medical School of Brazil University, and the pictures on this page illustrate the work in progress. The vital organs of the electric eel are lodged in only one-fifth of its body, which is between 4 ft. and 6 ft. long, and the remainder is its power plant, capable of producing as much as 650 volts. Owing to the fact that the eel's nerve cells are easily reached from the outside, it is an ideal subject for research in nerve activity, providing data of the first importance. During the war years Dr. Coates used electric eels to study the effects of gases on behalf of the Chemical Warfare Division of the United States Army, and he was able to gather much valuable information. The electric eel's nerves connect a concentrated series of membranes or tissue composed of many cells, which are flanked by electric potentials. When the eel desires to emit a shock, strong enough even to kill a horse when within range, it flashes an impulse from its brain along the spinal chord. The eel, however, does not send out shocks indiscriminately. It first emits electrical impulses—like Radar—which bounce back to it in waves, whenever they contact fish or frogs. Because the eel can live for several hours out of water, the type of experiments shown here utilise a V-shaped trough with slits underneath through which electrodes are applied to the eel

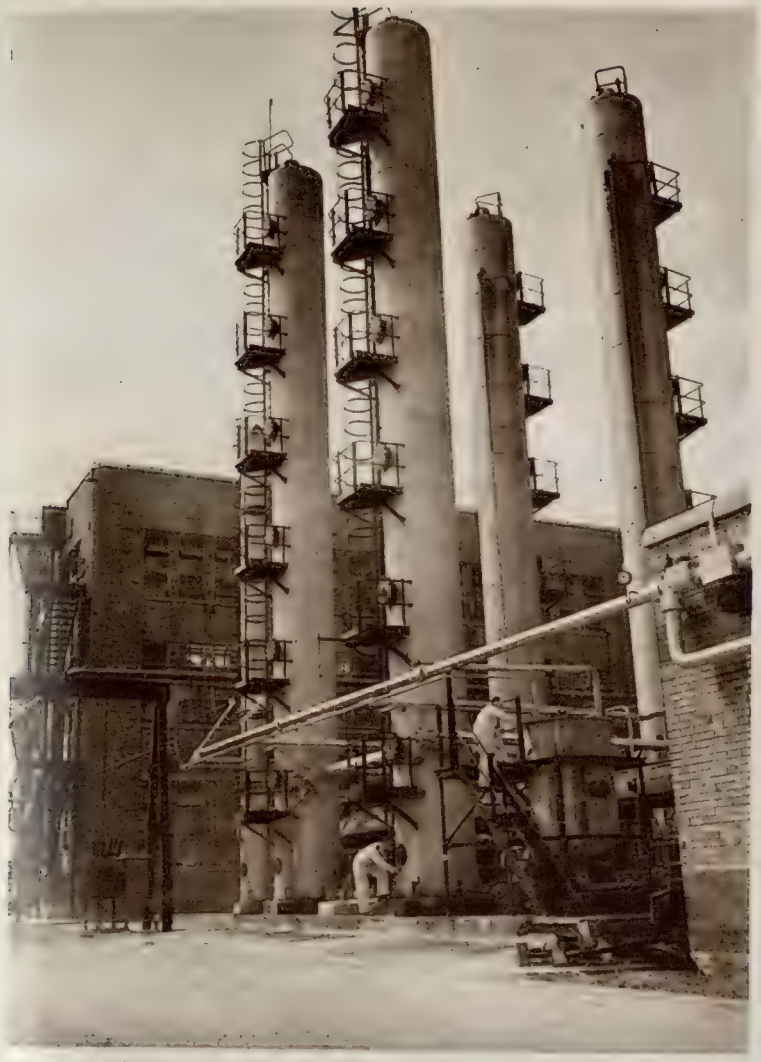
THE START OF THE DAY'S WORK: A laboratory assistant with one of the electric eels used by Dr. Chargas in his experiments in the laboratory at the Medical School of the University of Brazil

LONDON AIRPORT AS IT IS TO-DAY—AN AERIAL VIEW OF THE NEW INTERNATIONAL TERMINUS ON THE GREAT BATH ROAD TAKEN JUST BEFORE THE ARRIVAL OF THE FIRST PAN-AMERICAN PLANES: Only two of the runways are in operation at the present moment, and, except for the control tower, practically none of the permanent facilities are ready

LONDON AIRPORT IS HARDLY READY

But This Week it Starts Operating as An International Terminus

This week Pan-American Airways arranged to land their first air-liner from New York on the London Airport at Heathrow, on the Great Bath Road, and, although Heathrow is hardly ready to take on its new role as an international terminus, the Pan-American officials declared "Give us a tent and we will start operating." When Lord Winster recently visited the London Airport he announced that plans were on foot to convert the place into a great international terminus, but at the moment only two runways are complete, and the customs and reception buildings are of a temporary character only. Eventually it is hoped to extend the airport, so that it will be able to deal with 160 aircraft an hour on the European, transatlantic and Imperial routes. The plans for extension provide for six runways about a central building



THE AIR-SCRUBBING TOWERS AT SPEKE: Where air is sterilised before being used in the manufacture of the much-publicised drug Penicillin. This factory in the Liverpool area is operated on behalf of the Ministry of Supply

RABBITS PLAY THEIR PART IN PENICILLIN PRODUCTION: They are used to test each consignment of the drug before it is packed, bottled and labelled. After their injection with penicillin the course of their temperatures is carefully charted to see that the normal reactions take place. When under treatment the rabbits are confined in special stocks

PENICILLIN GROWTHS IN THE LABORATORY: The drug is produced at the Speke plant by a process known as deep fermentation, and the mould, which is first grown in test-tubes, is later made to multiply on a special broth prepared from corn steep liquor and lactose

WITHIN THE STERILE AREA OF THE SPEKE FACTORY: Girl assistants filling bottles with penicillin with an automatic filling machine. All who work in this room have to pass through a special surgical dressing-room and they must don sterilised clothing with special hoods and plastic eyeshields. The area is fed with sterilised air

PENICILLIN FOR THE MILLION

The Drug in Production at the Speke Factory, Liverpool

The largest penicillin plant in the world was recently thrown open for inspection for the first time. The factory, which is situated at Speke, Liverpool, is operated by the Distillers' Company, on behalf of the Ministry of Supply. Designed to produce 20,000,000,000 units of penicillin a week, the factory's target has already been exceeded. The factory, which covers an area of twelve acres, operates on a twenty-four-hour basis, seven days a week, so that penicillin production is "non-stop." The drug is produced by a method known as deep fermentation. The mould is first grown in test-tubes, and then a special broth, on which the cultures feed and multiply rapidly, is prepared from corn steep liquor and lactose. The actual fermentation is carried out in fourteen steel vats, each with a capacity of 10,000 gallons. Elaborate precautions are taken to prevent contamination. After final filtration all operations are conducted in a sterilised area. No one is allowed to enter this area without first washing in antiseptic and putting on sterilised clothing, boots and gloves. The penicillin solution is dehydrated by being frozen and subjected to a very high vacuum, which leaves it as a dry powder. It is then hermetically sealed in phials containing either 100,000 or 200,000 units, and is then ready for the surgeon. Over 1,500 white mice and 250 rabbits are used for testing penicillin at this Speke factory

HERE IS $C_6 H_{12} N_2 S_2 O_4$: This powdery substance, known as Cystin, is used in the production of penicillin mould, and is extracted from human hair, the present main source of supply being the British Army. The Cystin is seen (***Above***) being dried in trays at a London laboratory, and (***on the left***) the raw material, straight from the regimental barber's shop, is being sorted out on arrival. Army units co-operate in its collection

CYSTIN—From the Soldier to the Laboratory

Events at Home

TULIP TIME AT KEW

The Cameronians Celebrate: A Northumbrian Tomb Discovery: The Victory of Gus Lesnevitch

On left — London now has the biggest show of tulips since pre-war days. They are a gift from the Dutch National Committee to the British people, and of the 205,000 bulbs sent over from Holland, 30,000 are at Kew Gardens and the rest are distributed between Hampton Court, Greenwich, and the Royal Parks in Central London. On May 12 many thousands of Londoners went down to Kew to admire the display, choosing a day when the blooms were probably at their best. In one of the circular beds in the foreground of the picture are some of the magnificent black tulips, which were the object of admiring attention. Visitors marvelled particularly at the wonderful combinations of colour, and some of the tulips are of a kind that have never before been seen in this country

A GIFT FROM HOLLAND FOR THE BRITISH PEOPLE: Part of the magnificent display of Dutch tulips which have lately drawn great crowds to Kew Gardens *(See note on right)*

A FAMOUS SCOTTISH REGIMENT LOOKS BACK: General Sir Thomas Riddell-Webster addressing the Annual Conventicle of the Cameronians at Douglas, Lanarkshire. The Conventicle commemorates the raising by the Earl of Angus of the Cameronian Regiment (now the 1st Battalion, the Cameronians) in 1688 to fight for William of Orange against the Stuart rebel Graham of Claverhouse. In the foreground are the Sword and Covenanter's Flag, which have just been presented to the regiment. They were carried at the Battle of Bothwell Brigg, and they will now be put on view in the Regimental Museum

FLORAL DAY IN THE STREETS OF HELSTON: Couples dancing in Meneage Street during the Furry Dance on May 8, when this quaint annual custom, which lapsed during the war years, was revived in the old Cornish town. As they danced, the couples, in traditional fashion, passed through the houses and shops. The revival of the ceremony brought visitors from many other parts of the West Country, and by the evening Helston was reminiscent of Epsom on Derby Day

THE VICTORY PARADE IN JERSEY: Flags of the Allied Nations flying round the rostrum during the liberation celebrations. After a message had been read from the King, and Mr. Chuter Ede, the Home Secretary, had delivered an address, there was a march-past of Allied units and a fly-past of aircraft. It was a day of brilliant sunshine, and a general holiday was declared throughout the Channel Islands

V-DAY IN JERSEY: Sir Alexander Moncrieff Coutanche, Bailiff of the island, delivering his address during the public holiday held to mark the anniversary of liberation from German occupation. Standing behind Sir Alexander are Mr. Chuter Ede, the British Home Secretary; Lieut.-General Sir Arthur Grasett, the Lieutenant-Governor; and Colonel Drexel Biddle, representing General Eisenhower. On returning from his visit to the Channel Islands, Mr. Chuter Ede declared that owing to the inspired efforts of the people, agriculture was making a splendid recovery. He paid tribute to the loyalty of the islanders

A TOUCH OF THE ORIENT IN THE STREETS OF A NORTHERN TOWN : A procession of Muslims, wearing Eastern dress and carrying their banners, on the way to their mosque in South Shields to celebrate the feast of Sidi el Allowaia. South Shields has a small but united Muslim community, and their processions on the great days in the Muslim Calendar are a colourful addition to life in the port. A modern note was struck at this last celebration by the fact that loud-speaker equipment was used to relay the prayers of the Sheik to interested members of the public gathered outside the mosque

IS THIS THE NORTHUMBERLAND MAN? This tomb, and beside it some of the human bones which lay within, has been discovered on a farm at Wooler, Northumberland. The tomb is believed to be at least 4,000 years old, and it is being made the subject of fuller investigation by the owner of the land, Captain E. F. Collingwood, and a well-known local antiquarian. The bones are probably those of a man of great stature, and it is partly for this reason that the discovery has aroused special interest. A full report on the discoveries is to be made to the Newcastle Society of Antiquaries

THEY HELD A WATCHING BRIEF : Leading jockeys watching the running of the Red Dragon Stakes on Cup Day at the Chester meeting, which was revived recently for the first time since the outbreak of war. Leaning against the wall on the left is W. Nevett, the North Country champion, and next to him are Gordon Richards, the champion jockey; P. Maher, one of the handicap specialists; E. Smith, a clever lightweight; and in the foreground H. Wragg, that brilliant rider of waiting races

WE WANT TO KNOW WHAT THEY KNOW! These five German scientists have come to Britain to help in aeronautical research. They were brought over from Germany by air last week, and are now installed at the Ministry of Supply's Research Station at Farnborough, Hants. They are to work on the metallurgical side of jet propulsion and the science of high-speed flying in order to help our own scientists achieve speeds faster than sound

THE NORTHUMBRIAN TOMB DISCOVERY : Captain Collingwood (left) examining the 4,000-year-old burial chamber which was recently brought to light during ploughing on his property near Wooler

PORTRAIT OF A CHAMPION : Gus Lesnevich, of the United States, about to have his arm raised aloft by the referee after his 10th-round victory over Freddie Mills, of Great Britain. They were fighting for the Light-Heavyweight Championship of the world, and at the finish of a sensational bout the victor, with one eye closed, was in much worse shape than his opponent

DREAD ENCOUNTER IN THE VILLAGE CHURCHYARD : Magwitch (Finlay Currie), the runaway convict, frightens Pip (Anthony Wager), the village blacksmith's young friend, ordering him to bring him some food to eat and a file with which to remove his fetters. One of the opening scenes from the Cineguild film *Great Expectations*

DICKENS'S "GREAT EXPECTATIONS" AS A FILM

Scenes from the Screen Version of the Celebrated Novel, Which Nears Completion at Denham Studios

PIP LIVES IN MISERY : "That 's the way with this boy—answer him one question and he 'll ask you a dozen," declares the shrewish Mrs. Joe Gargery (Freda Jackson), who has no love for Pip and makes his life as wretched as she can. Joe Gargery (Bernard Miles), the village blacksmith, who is very fond of Pip, looks on sympathetically

A MOMENT OF DRAMA : The Sergeant (Richard George), young Pip, Joe Gargery, Mr. Wopsle (John Burch), and two soldiers watch the arrest of the escaped convicts who have been hunted across the marshes. No one is aware that Pip has already befriended one of the convicts

BACK TO THE HULKS : The convict Magwitch, whom Pip helped in his effort to escape, has been recaptured by a platoon of soldiers, and, watched by Pip and Joe Gargery, he descends the steps on the way back to the prison hulk. Pip little realises that Magwitch will one day make his fortune in Australia, and repay him for his help by providing the means of education in London

PIP HAS ANOTHER UNEXPECTED MEETING : He has stolen out in the dawn to bring food to Magwitch in his hiding-place on the marshes, but he meets Compeyson (George Hayes), another escaped convict. Both convicts are rearrested, but at a later stage of the story Compeyson succeeds in ruining Magwitch when, having become a successful sheep farmer in Australia, Magwitch takes the risk of returning to England to see Pip

"I THINK SHE IS VERY PRETTY, BUT I THINK SHE IS VERY PROUD": Young Pip, on his first visit to the neglected house of Miss Havisham (Martita Hunt), whispers to the old woman his opinion of her haughty ward, Estella (Jean Simmons). Miss Havisham, jilted many years before on her wedding day, still wears her decaying bridal finery, while the cobwebs and dust spread over her untouched rooms

LOVERS' MEETING: Pip (John Mills) and Estella (Valerie Hobson) meet again for the first time since they have grown up, and walk in the garden of Miss Havisham's house, discussing the days when Pip was summoned to play there

PIP IS APPALLED: He returns to Miss Havisham's old house and, to his consternation, discovers that Estella, who has been ill-treated and left penniless by her husband, Bentley Drummle, proposes to live on in the old, neglected home

PIP SETS OFF FOR LONDON TO BEGIN HIS GREAT ADVENTURE: Pip (John Mills), seated on top of the Kentish stage-coach, takes the bag from his friend, Joe Gargery, in the courtyard of the Blue Bear Inn at Rochester. Joe's second wife, Biddy (Eileen Erskine), a milder woman than the first Mrs. Gargery, looks on at the leave-taking

IN THE DAYS OF STEAM-CUM-SAIL: The s.s. *Empress*, the cross-Channel packet-boat on which Magwitch, the convict who has returned from Australia, hopes to escape from England after seeing Pip, steams down the River Thames towards the Continent. Meanwhile, Magwitch attempts to intercept the packet and get on board, but the packet runs them down and the ex-convict is fatally hurt. Later, he dies of his injuries in the condemned cell, having been betrayed by the vile Compeyson. The film, apart from the ending, is commendably faithful to the spirit of the novel

Great Expectations as a novel is regarded as one of Dickens's most original and dramatic stories. It was written when he was no longer young, and into it he poured all the power and experience and compassion of his maturity. Now it is being made into a film, and with John Mills and Valerie Hobson in the principal parts, production is now nearing completion at Denham. The part of Pip as a young man is played by Anthony Wager, a London schoolboy with no previous experience on stage or screen. John Mills plays the part of Pip as a man.

To a great extent the film keeps faithfully to the book, and throughout it is pervaded by the Dickensian spirit; but in the final scenes the impression of a happy ending is given, whereas Dickens's novel was, in actuality, unfinished. The story begins with Pip being menaced in the churchyard by the convict Magwitch, who persuades the boy to obtain a file so that he can release himself from his fetters. Later, we see Pip in the home of friendly Joe Gargery, the village blacksmith, and at the mercy of Joe's shrewish first wife. Often he visits the house of Miss Havisham, the daughter of a rich brewer who wants a little boy to play with Estella, the haughty child she has adopted. Years later, Pip is informed that an anonymous benefactor has left £500 a year for his education and that he is to be brought up as a "gentleman of great expectations." The subsequent story of the return to England of his benefactor, Magwitch, and of the meeting again with Estella makes first-class film fare, and the drama reaches its height when Magwitch, still wanted as a convict, attempts to intercept the Continental packet in the Thames.

NEW LAMPS and OLD

A Fortnightly Causerie on Life and Letters

By JOHN GORE

PRINCE OF SPENDTHRIFTS (7).—The truth emerges very plainly indeed. Corruption in all matters relating to the Turf had reached a point where chicanery could no longer be countered by chicanery, and a root-and-branch purge was necessary.

For decades the vicious circle had widened and intensified the trouble, and men like Bentinck and Rous were just beginning to realise that the ethical foundations of the sport were rotten from top to bottom, and that until a better standard was set at the top by owners, judges and handicappers, it were idle to attempt to inculcate a finer sense of honour among trainers, jockeys and bookmakers, let alone among touts and hangers-on. And the first step of all must be to turn a cynical admiration for successful sharp practice into unqualified disapprobation.

REGENCY DAYS RECAPTURED FOR THE SCREEN: Young ladies of the Old Berkeley Hunt take the part of Regency Bloods in the Technicolor film "Laughing Lady," which is now being made by First National. It is a period picture of the 1790's (just before the days of George Payne), and here they are competing in a point-to-point race on the rolling countryside near Stanmore, Middlesex. Some fine horses took part in the race, many of them well known in the show ring, and the girls gave a wonderful exhibition of riding. Starring in the film are Webster Booth and Anne Ziegler

That the racing associations of that day, between owner and trainer or stable partner and stable partner, were sometimes associations between hawk and pigeon, there is abundant evidence, though the evidence is perhaps even clearer that the racing men viewed many such partnerships with cynical amusement, confidently expecting to see the feathers of one party plucked by the ingenuity of the other. Usually one had the money and t'other the cunning, and the fraternity, in an age when the fear of the consequences and not the highest standards of honour between gentlemen drew the line of sharp practice in racing and betting transactions, viewed quite uncritically and often admiringly the achievements of the plucker.

A good instance of such partnerships was that between the Hon. R. Edward Petre of Stapleton and Rodes Milnes, a spendthrift uncle of Lord Houghton's. "Dear Eddard" Petre was a universal butt, and indeed emerged curiously successful from his dangers, for he swept the board at Doncaster for several seasons.

None the less, Creevey passed on with relish in 1822 the "latest" from Doncaster: "Rodes Milnes if possible out-did himself. He has the management of 'Dear Eddard's' stables and so perfectly humbugged poor Petre to the last about the badness of his horse that he . . . bet Lambton a guinea that he would not even start, and he [Petre] gave Wyrvill [Milnes' brother-in-law] £200 to take his bets off his hands, by which Wyrvill told me himself he got £5,000 and Rodes Milnes has won as much." Later, Wyrvill tipped Lambton as to the real nature of the horse, which indeed won the Leger, enabling Lambton to get 20 to 1 in hundreds on him.

The affair between Osbaldeston and Bentinck and the de Ros case were incidents of George Payne's first term as Master of the Pytchley, and they helped to keep his fame alive and his hands full. He continued to afford wonderful sport, but every succeeding year increased his financial embarrassment and made it more and more difficult for him to do things as he felt they should be done to "show those damned Quornites, etc., etc. . . ." He hated the idea of giving up the hounds, but necessity compelled it, and for the season of '38 he handed over to Lord Chesterfield, who was well qualified, and prepared, to paint the lily of George's magnificence. Payne broke up his full establishment at Sulby and lived for much longer periods in London for the next few years, flinging himself as heartily as ever into the life of the racecourse and the clubs. He travelled all over the country in post-chaises, whiling away the time with cards and a chosen travelling companion, and it was once computed that he spent the value of £1,000 a year on this means of transport alone. And his assets continued to melt like April snow. But in 1843 yet another handsome fortune fell to him. The gay and reckless Lord Glasgow died that year.

Chesterfield had retired after two or three seasons of magnificent Mastership, and Holyoake took the Pytchley in '42; but he was more remarkable for his horsemanship than his huntsmanship and was not personally popular, largely because he had cured himself of the folly of scattering guineas broadcast and no longer cared to be cheated by all and sundry. The whole country clamoured for the return of George Payne, and in 1843 Lord Glasgow's death made that happy event possible. That gay and reckless Scotsman, boon companion of the Regency Corinthians, who with such men as Rodes Milnes had carried some of the peculiar follies of the eighteenth century into the Victorian age, died that year and bequeathed to Payne, whom he regarded with the profound admiration of an older man for a younger cut exactly on his pattern, a large string of racehorses, sires, mares and foals, named and unnamed, and a welcome legacy of £25,000.

Sulby Hall was now let, and in due course was sold to a brother of Lord Jersey, Frederick Villiers, who himself took over the Pytchley for a season in '51.

Payne took a lease of Osbaldeston's old hunting quarters, Pitsford Hall. He chose the inimitable Charles Payne as first whip and kennel huntsman and decided to carry the horn himself. Once more the hunt rallied round him and subscriptions were everywhere increased. If the "two Paynes" perforce showed less magnificence, they afforded as good sport as ever, and when the season '45-'46 ended, the whole neighbourhood signalised its appreciation of a great Mastership.

On March 31, at the George Hotel at Northampton, 300 noblemen and gentlemen sat down to dinner in honour of George Payne. He was presented with an enormous épergne of silver, surmounted with a figure of himself holding up a dead fox. . . . His oratory in acknowledging the debt revealed that he had lost none of his powers as an after-dinner speaker. He was still as of old (and as he was to remain for another quarter of a century) "a very popular man." He carried on the Mastership until the season of '48 when Lord Alford succeeded him.

I have in my possession the game-book kept by my grandfather, Charles Gore, covering the first few years of Queen Victoria's reign. Mostly, it is a record of sea-journeys to Scotland to shoot and stalk at Glenfiddich, Laggan, Mar Forest, Invereshie, Taymount, or of "battue-parties" at Holkham, Cashiobury, Woburn, Endsleigh, Wrest. But interspersed among these are rare records of days with "George Payne's Hounds," glorious runs after the meets at Laxton. My grandfather was very poor, and it is clear from his record that a day with George Payne's hounds was a very red-letter day in the career of a fanatical sportsman—it was, indeed, the summit of my young grandfather's ambitions.

THE STAGE:

Reviewed by

PHILIP PAGE

THE KINGMAKER (St. James's).—Nearly four hours is a bit long for a history lesson, for that is what this beautifully-produced play really amounts to. But the fifteenth century was an interesting period, and even war seems to have been picturesque in those days, though the politics were as sordid as we ourselves know them. The Earl of Warwick did his kingmaking with a Hitlerish sort of egotistical tyranny, and Mr. John Clements (who is also the producer) is superb in the part. Edward IV, an equally fine performance by Mr. Richard Eddinson, was shown to be just as egotistical, but weak, and with a liking for the cocktails of the period. Dame Irene Vanbrugh and Miss Kay Hammond it was somewhat strange to find in such a play, since they are essentially modern actresses. But, needless to say, they know their job. The language, by the way, is modern and never stilted or sham-Shakespeare—a wise move. Some beautiful scenery and incidental music. Yet too big a dose of everything.

THE OLD VIC COMPANY HAS A GREAT RECEPTION IN NEW YORK: Laurence Olivier thanking the audience on behalf of the cast after the joint performance of Sheridan's "The Critic" and "Œdipus Rex," at the Century Theatre. The Company made an instant conquest of the American theatre-going public, and the financial success of the visit has already been assured by capacity bookings, the advance box-office takings already exceeding the total estimated expenses. Mr. Olivier's Hotspur and Mr. Richardson's Falstaff in the "Henry IV" production have received particularly high praise

Can-Can (Adelphi).—I thought Mr. Jack Hylton's latest attraction really attractive, not only because the music of Offenbach looms large and I happen to be very fond of it. Offenbach almost atones for a rather meaningless little story of Paris in the 1860's. Other atoners are Mr. Clifford Mollison, Mr. Charles Dorning, Miss Elizabeth French and Miss Pauline Grant, the prima ballerina in a charming ballet of her own devising. Mr. Hylton is said to have spent £20,000 on this gorgeous production, and so satisfied is the eye that it seems to have been worth it. The ear is, naturally, charmed by Mr. Offenbach. But the author of the libretto has not done much for the brain.

Gang Show (Stoll).—Mr. Ralph Reader's large, noisy and extremely efficient entertainment has done much to cheer up the troops in various parts of the world. I hope it will also cheer up Londoners, who badly need cheering up. It will be surprising if it does not, for it is full of most good things with the exception of subtlety.

THE "FIVE TOWNS" ARE BOOM TOWNS

Producing Choice Tableware for the Oversea Market

READY FOR SHIPMENT OVERSEA: Examples of modern tableware at the celebrated Spode factory at Stoke-on-Trent, where there is intense activity in meeting Britain's export needs. For the moment these highly decorated pieces are not available for the British housewife, who still has to make do with utility ware

The "Five Towns," of which Arnold Bennett contrived to paint such graphic word-pictures, are boom towns to-day; and, after six long years of war, with nearly every home in need of crockery, it is little wonder that the orders pour into the factories of Hanley, Burslem, Stoke, Fenton and Longton. Despite the difficulties of conversion from wartime work, the potteries are to-day turning out some of the finest ware in the world, much of it being hand-painted in delicate colours to take the place of the drab utility productions.

To begin with, the new productions will go overseas to help Britain's export drive, but it is hoped that before long the demands of the British housewife will also be met. The pictures on this page were taken at Messrs. Copeland's factory at Stoke, where the world-famed Spode is produced, and at Messrs. Wedgwood's. Spode China-ware first became fashionable towards the end of the eighteenth century, when Josiah Spode, of Stoke, began to make felspar porcelain into which he introduced crushed bone.

THE HOUSE OF WEDGWOOD: Mr. Tom Wedgwood, Mr. Hensleigh Wedgwood, Mr. John Wedgwood and Mr. Maitland Wright, directors of the celebrated pottery firm which has nearly completed two centuries of business. Mr. Hensleigh Wedgwood is holding a plate belonging to the 1815 design known as "Napoleon Ivy"

DINNER PLATES AND MEAT DISHES BY THE SCORE: Delicately-painted ware from Copeland's pottery being examined after leaving the ovens and before being passed on to the warehouse for packing and export. Every piece has to be minutely inspected

THE MOULDER'S ART: A close-up study of the hands of a Wedgwood craftsman at work in the factory at Barlaston, Stoke-on-Trent. The article is revolving at high speed on a spindle

ON THE WAY TO THE OVEN: Cups and saucers in abundance are wheeled along the light railway in the Wedgwood works. In the ovens the moist clay will be hardened off, and the crockery will emerge ready for despatch

A FINISHED PRODUCT OF THE WEDGWOOD FACTORY: A splendid example of modern craftsmanship in the classic design Wedgwood's have adopted peculiarly for their own through two centuries

Wedgwood China—world-renowned for its flawless design and craftsmanship—is figuring largely in Britain's present export drive. The firm was founded by Josiah Wedgwood in 1752, and ever since then it has grown steadily in fame and prosperity in keeping with the rise of the "Five Towns" area in which it is situated. Josiah Wedgwood was born in 1730, and he began life as an apprentice to his brother Thomas. But in 1759 Burslem recognised him as a master-potter, and with his partner, Thomas Whieldon, he produced with much success the melon and cabbage patterns of earthenware. In 1762 Josiah presented a complete set of his cream-coloured earthenware to Queen Charlotte, Consort of George III, and in reward she named him the Queen's Potter. Later in life, Wedgwood concentrated to an increasing degree on artistic pottery, basing his ideas on the earthenware discovered in the ruins of Pompeii, Herculaneum and the Roman Campania. To-day, Mr. Tom Wedgwood, Mr. Hensleigh Wedgwood and Mr. John Wedgwood carry on the family tradition

The World of Books—By Vernon Fane

CRICKET IS MORE DEMOCRATIC

Dudley Carew Writes the Story of the Game Between the Wars; A Charming Book About a Child; And Other Recent Works

A FRIENDLY American, having been one of a crowd of more than 100,000 watching a soccer match, might be excused the superficial query as to whether cricket was really the English national game. Being a student of English literature he would have some excuse, but it would take him a little longer than the course of a brief visit to this island to discover the balance between large-scale devotees of the winter game and the diversities of the protagonists of cricket. For, let there be no mistake, whether he be a ring-side critic outside the Tavern at Lord's, or the eleventh man "picked up" to make up a village side, he is very much a part of the game and conscious of his full-fledged status as a protagonist.

Mr. Dudley Carew was cricket correspondent of *The Times* from the early '20's until the outbreak of the war, and TO THE WICKET (Chapman and Hall. 7s. 6d.) is a book which takes its place in the not inconsiderable literature of the game. In the course of it he surveys each of the county teams in turn, recalls some of the great matches, and writes delightfully about a number of cricket personalities between the wars.

It is something of an achievement to write such a book with no more than a glancing reference to the giants, from W. G. Grace to Spofforth, Richardson, C. B. Fry and Ranjitsinhji. He is aware that the years between were not exactly vintage years, and that in some of them the crop was indubitably a poor one. There was, indeed, a period in which it looked as if the dreadful example of Lancashire was lying heavily upon the county championship, and this state of affairs was not exactly enlightened by some Test Match problems, and by the row which broke out over the tactics which put into eclipse perhaps the greatest fast bowler that England has ever known.

Nevertheless, Mr. Carew is able cheerfully to declare: "There was some grand cricket played in the period between the wars, and if our children and grandchildren condole with us in having lived in those dreadful times, we can at least answer, 'Ah, but we saw Chapman field, Larwood bowl, Hammond bat, and we are not so much to be pitied as you think.'" No less a historian than G. M. Trevelyan has gone so far as to state that if the French aristocracy had learnt to play cricket with the peasants they would not have had their *chateaux* burnt. But in spite of these implications, Mr. Carew is able to point out that class distinctions and lack of the true democracy of the team spirit in general has laid heavily upon the game, particularly during the last decade. Discussion of this leads him to say: "Cricket has got to have the courage of its own aristocracy. Few things before the war were more insidiously dangerous than the cult of the 'little man,' and the courage, and greatness, of what the apostles of that cult are pleased to fancy were representative of the 'little man' in the war, will greatly help to strengthen a legend which has little basis in reality. . . . There is a danger that, in the name of democracy, he will demand the heads of many institutions that have proved their worth in the rich history of English life, and, a little but not insignificant member among them, cricket. Cricket, if it is to survive, must resist, for cricket can live only by its own conscious exclusiveness. Not the exclusiveness of the 'old school tie' and the Long Room at Lord's, but the exclusiveness of a secret society, the passwords of which are as often heard in the bars of the pubs of the back streets of Leeds as in the committee rooms of the county clubs."

Already there are signs that a new spirit is abroad. Initials are appearing all down the line of the score cards, and the members of county teams have their exits and their entrances in the same place. That is something. Even so, did I not read Jack Hobbs in a newspaper the other day saying that professionals do not make the best captains, even though he recalled the classic instance in which a young amateur, captaining Yorkshire, was not surprised to hear his batting partner say "Wilfred [Rhodes] has just declared."

From 1802 to 1811, a brief little span of years, lived a child who has left behind her a journal, some poems and a few notes, in all of which her curious, wise and vivid little spirit still lives. MARJORY FLEMING (Faber. 10s. 6d.) is a biography of that child; a sensitive assessment of a talent for feeling, perceiving and for conveying thoughts and emotions. Miss Oriel Malet's own gifts are well adapted to a book of this kind, for her imagination and the felicity of her clear, straightforward style show us Marjory as she must have been, a real child, and not merely a precocious little creature.

Marjory lived in Scotland, in Kirkcaldy, with her brother, her sister, and her father and mother. She was always much loved and in no sense a problem child, though her emotions often drove her to extremes of feeling, whether of affection or of sheer temper. Her father idolised her, and she would spend hours with him quoting their favourite poets and showing him the lines that she herself had "wrote." But a great part of her little life was spent in the company of her cousin, Isabella Keith, who acted as a teacher to her and received all Marjory's confidences and her devotion.

It is to Isabella, her loved Isa, that many of the child's verses were written, nearly all of them lightened with that humour and that astuteness that were Marjory's own imprint. Perhaps the best known of her writings is the Ode to a Monkey that begins:

"O lovely O most charming Pug
Thy graceful air and heavenly mug
The beauties of his mind do shine
And every bit is shaped so fine
Your very tail is most divine . . ."

A charming book about a wonderful child.

Mr. Christopher Lloyd is responsible for an anthology of verse and prose which he has called THE ENGLISHMAN AND THE SEA (Allen and Unwin. 7s. 6d.). He has chosen passages from the works of such contrasted writers as Hakluyt and Mrs. Gaskell, Congreve and Tennyson, and he has excluded anything like "the exasperating sentimentality of Dibdin's 'jolly tars,' and the drawing-room tenor's yearning to go down to the sea again." The result is a commendably fresh collection, which I have read, and shall re-read, with considerable pleasure, particularly for such inclusions as Sir Richard Grenville's *Farewell*, and the letter written in 1805 by a young midshipman to his mother:

"I hope you are all well at home and I am sure will be very glad to hear from me, but you were very near losing me on the 10th of this month, for we were chaced by the French squadron . . ." which is as good an opening to a sea story as I can recall. The letter ends: ". . . It is beautiful to see Lord Nelson's fleet. I hope I shall be able to give you more account of them when I have been longer with them. How are the rabbits and Ponto and Scug? I am able to stand a sailor's life, and I hope to conduct myself as an Officer in the British Navy. Do not fret about me, for if you cared no more for the french than I, you would care very little about them. Give my love to my Father Brothers and Sisters. Success to William and his rabbits."

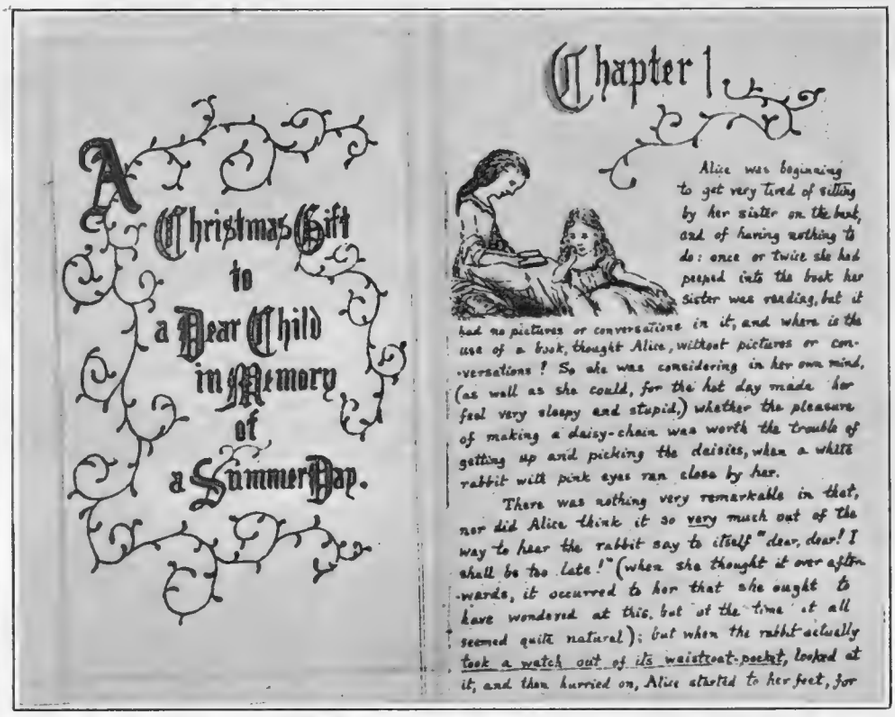
In the world of fashion Antek Cierplikowski is a distinguished figure, though the initiated know him better under his adopted name of Antoine. When a little Polish boy, M. Antoine, started as an apprentice hairdresser in his uncle's shop in Lodz. To-day he lives in New York on the sixteenth floor of a building, which he is careful to explain looks across New York's Central Park to the less fashionable Central Park West. In between these two phases of a successful career M. Antoine has dressed the hair of a vast number of smart beautiful or merely ambitious women, and one or two queens.

ANTOINE (Allen. 10s. 6d.) is his autobiography, or, more exactly, his reminiscences of the simple Polish world from which he came and the bizarre, extravagant Parisian one in which he made, and quite literally made, his name. His stories are often amusing ones, and their background of triviality and frivolity doesn't make them any less readable. Most of his gossip, too, is good-natured, and there is little malice in his anecdotes of sleepy duchesses and tailored royalties. There are more exotic figures than these however: Mata Hari, "trailing a cloud of obscurity in her wake"; Lady Mendl, who "would try absolutely anything," or, of course, Antoine himself, who was asked by Gabriel Pascal "to play the part of Pygmalion in a film he was making."

M. Antoine likes to surround himself with white flowers and with glass. He feels that he must have white flowers about him when he starts something new, otherwise he cannot go ahead with confidence. He has been known to wear a white satin frock coat, and one of this book's illustrations shows him in his glass coffin-shaped bed. Exotic, indeed, to the point of other-worldliness, but amusing reading for the silly season. A note: Several of the names of M. Antoine's most fabulous clients are mis-spelled.

OLD LONDON ILLUSTRATED has been republished in an enlarged edition by *The Builder Ltd.* (10s. 6d.). The book deals with London in the sixteenth century, with the Tower, the Gates of the City, Old St. Paul's and Westminster. The text is by Mr. Herbert Cox and the many drawings by the late Mr. H. W. Brewer, and the volume is a well-planned addition to the shelves of any lover of the world's greatest city.

THE AUCTION-ROOM ADVENTURES OF "ALICE IN WONDERLAND"



A CELEBRATED MANUSCRIPT AGAIN COMES UNDER THE HAMMER: The dedication page and the first page of Chapter I of Lewis Carroll's "Alice's Adventures Underground," which became the basis for his book "Alice in Wonderland," and which has recently appeared in the auction-rooms for the second time, being bought for £10,000 by Dr. A. S. W. Rosenbach, the distinguished New York collector. The manuscript, which is written in the author's wonderfully legible handwriting and contains some of his own embellishments and drawings, was sold for the first time in 1928 at Sotheby's, London, when Dr. Rosenbach outbid the British Museum to buy the "Adventures" for £15,400. In the same year Dr. Rosenbach sold the manuscript privately, to an American collector at an unnamed price; and now it has once more come into his hands. The bidding at the recent New York sale was most spectacular, over 350 people crowding the auction-room to witness the brief but dramatic struggle for possession, the bids jumping from £5,000 to £10,000 in a matter of two minutes. It is thought that Dr. Rosenbach will again dispose of his purchase, but he refuses to be interviewed on the subject

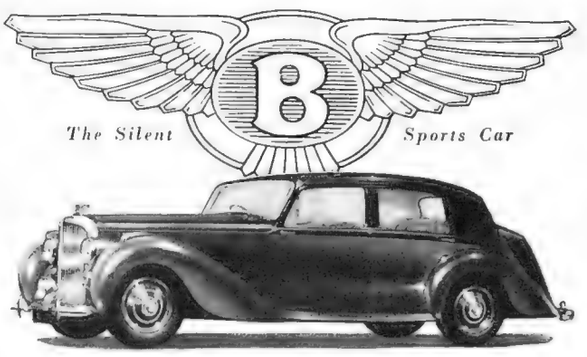
The SHAFTESBURY HOMES & "ARETHUSA" TRAINING SHIP

The Shaftesbury Homes and *Arethusa* Training Ship, of 164, Shaftesbury Avenue, W.C.2, have heard from a Commander of our biggest battleship that a young *Arethusa* boy who acted as Seaman Bugler on her first mission was the finest boy bugler he had ever heard. This boy was quickly rated and soon became Petty Officer at a very young age. Boys from the Training Ship are known the world over for their sterling worth.

Presenting the

B E N T L E Y

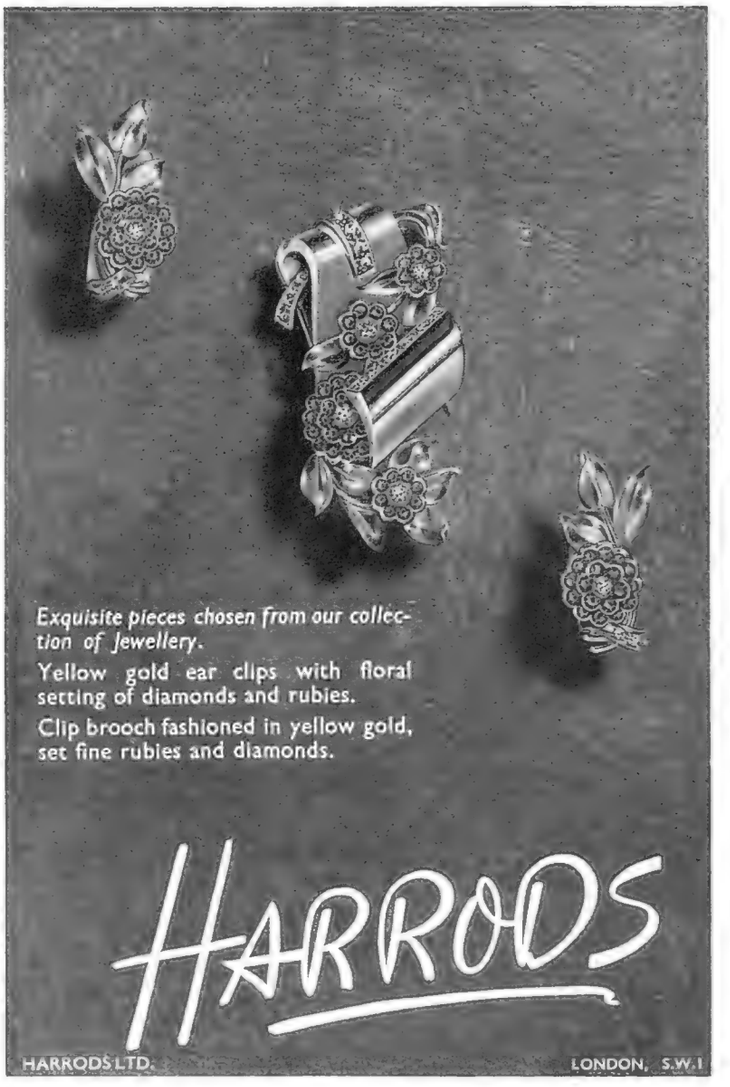
4¼ LITRE · MARK VI

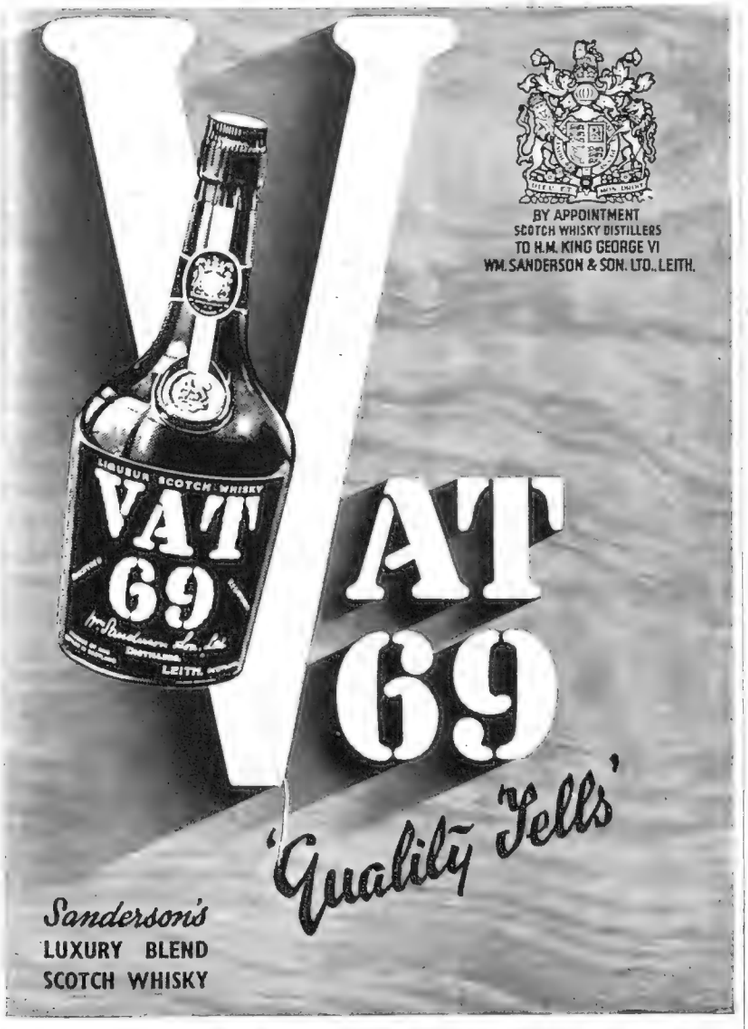


To improve the Bentley would have been difficult had not six years of unparalleled experience and research intervened. The new Mark VI is an advance in many important respects. Entirely new independent front suspension, new arrangement of the valve mechanism, and improved frame and transmission are a few of the developments which distinguish the Bentley Mark VI.

The Bentley Mark VI, 4-Door Sports Saloon £2,345 (plus Purchase Tax £652.2.9)

BENTLEY MOTORS (1931) LTD., CONDUIT STREET, LONDON, W.1.





WM. SANDERSON & SON, LTD., LEITH

THE golden age of Victoria was almost at its close when the first Austin Reed shop was opened in 1900. The top hat reigned in the City, collars were high and boaters were popular. As the century grew older fashions changed, and in accordance with each new style we clothed the male. To-day, though clothes may be easier and convention less rigid, those who wish to dress well still come to Regent Street.

AUSTIN REED *of Regent Street*

London and Principal Cities · London Telephone: Regent 6789

THE BEST CIGARETTES IN THE WORLD

STATE EXPRESS 555

For over half a century
STATE EXPRESS 555
have maintained their
reputation as the best
cigarettes in the world

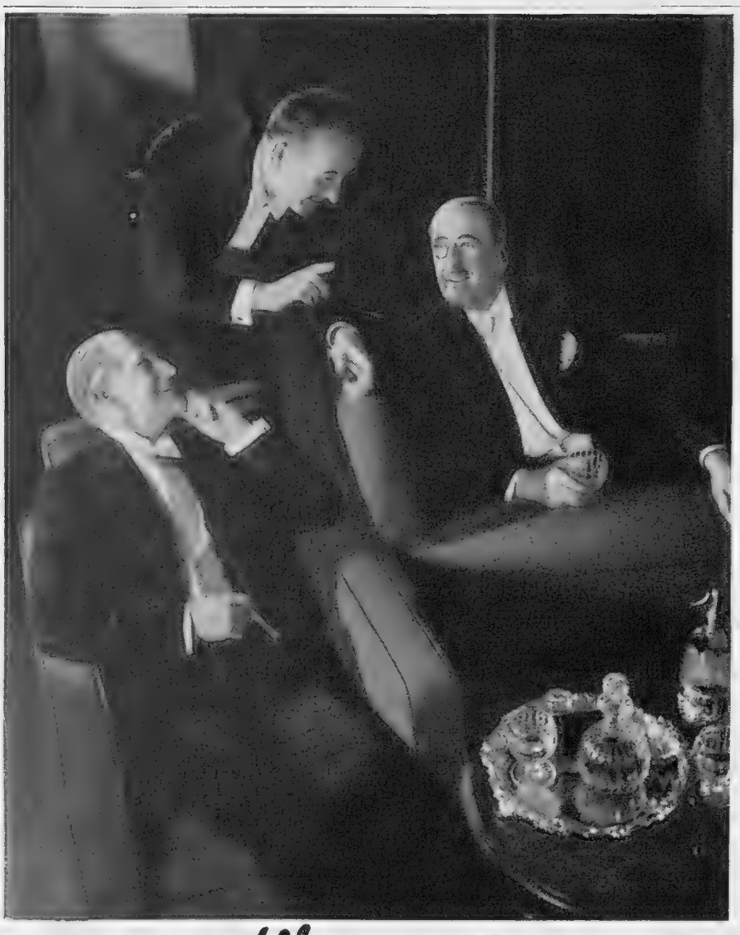
BY APPOINTMENT
TO H M KING GEORGE VI
STATE EXPRESS CIGARETTES

Export Packing

ESTB. 1742

WHITBREAD
& CO. LTD.

Brewers
of ale and stout for
over two centuries



Grant's Scotch Whisky

Wm. Grant & Sons, Ltd., Distillers, Dufftown, Scotland.

Though thoughts are elusive,
you'll catch them in flight
with a smooth-flowing Swan
in your hand when you write.

A Desirable Residence

with

METROVICK
COSMOS LAMPS

METROPOLITAN-VICKERS ELECTRICAL CO. LTD., NUMBER ONE KINGSWAY, LONDON
MV/122C

MEETING A PRESENT NEED

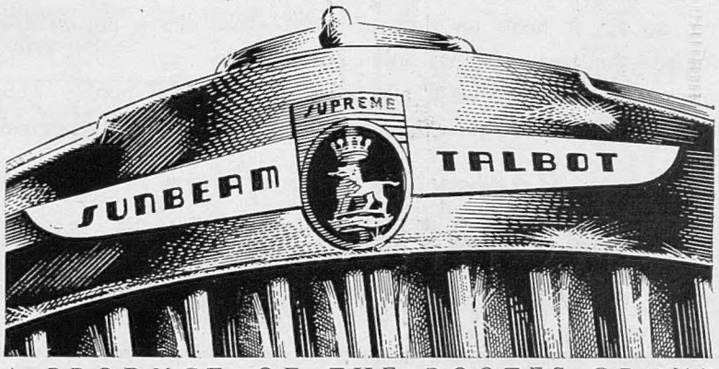
The war is behind us. The danger and anxiety are past, and now the future calls for all our vigour and energy. To help us rebuild our health, throw off the effects of strain and go forward strong and serene, nothing is so important as sound, refreshing sleep. No wonder so many are turning to the friendly, familiar comfort of a cup of Horlicks at bedtime. Indeed, more people are asking for Horlicks than ever before; but although as much as possible is going into the shops, the needs of hospitals must still be met, and milk is still not plentiful. So, if you sometimes find Horlicks difficult to get, remember these heavy extra demands.

HORLICKS

Britain's most exclusive light car

With its sleek grace and luxurious comfort, its stability on corners and exceptional road holding, its acceleration and reserve of power, the Sunbeam-Talbot is in a class by itself in the light car group. In two chassis models, Ten and 2-litre.

SUNBEAM-TALBOT LIMITED, BARLBY ROAD, LONDON, W.10



A PRODUCT OF THE ROOTES GROUP

If you could buy a better car . . . maybe you would. If you would choose (with good taste) a better Vermouth . . . then there is no **If** *or maybe about* Vamour *Vermouth . . . it* is *the Best you can buy.* SWEET OR DRY

VERMOUTIERS (LONDON) LTD., 25-28 BUCKINGHAM GATE, S.W.1

KERSHAW'S BINOCULARS

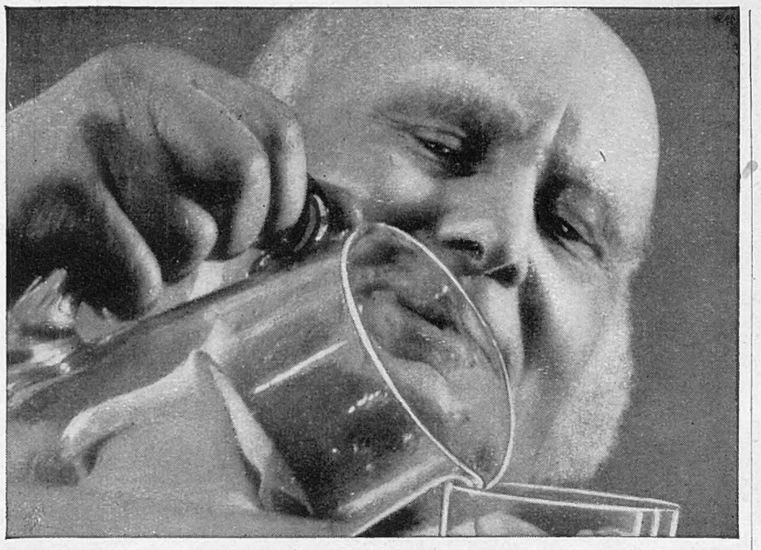
The "OLYMPIC" (8 x 30). Coated Lenses and Prisms, centre focussing. Price £23, including leather case, sling and purchase tax.

These two glasses are now both offered with Coated Lenses. Coated Lenses allow approximately 40% more light to pass through the optical system and greatly increase colour contrast.

The "MONARCH" (10½ x 40). Coated Lenses and Prisms, centre focussing. Price £28, including leather case, sling and purchase tax.

KERSHAW

KERSHAW—SOHO (SALES) LTD., MORTIMER HOUSE, MORTIMER ST., W.1



Grand stuff this, sir

says OLD HETHERS

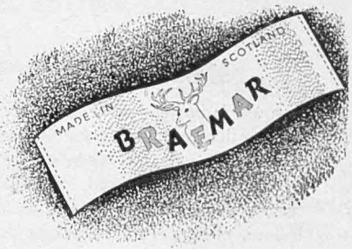
It's just the drink for a thirsty man. No, it isn't Robinson's Barley Water out of a bottle, though I'm not surprised you thought it was. It's made from Robinson's 'Patent' Barley, sold in tins. Bless you, no sir, it takes no time to make—just like a pot of tea. You're thinking of that old pearl barley you stewed for hours. I agree, sir, we'll all be glad to see the bottled kind back again, but don't go without your barley water in the meantime.

Barley Water from
ROBINSON'S
'PATENT' BARLEY

CVS-92

★ *Ann had to search both near and far*
To get that prize—a new Braemar.
And if at first you search in vain,
Do just as she did—try again.

'Braemar' Utility cardigans and jerseys are in classical designs and six lovely colours. Everyone's after this 'utility with a difference.' So don't be downhearted if you have to wait for your Braemar, and please don't write to the makers for it. **Braemar knitwear can be bought only from retailers who regularly stock it.**



Innes, Henderson & Co. Ltd.
Hawick · Scotland

EASILY THE BEST
since the days of the Victoria

OSNATH
THE PRAM WITH THE FLOATING MOTION

The elite Baby Carriage since 1873. The demand is great but we are doing our best to make supplies available as quickly as possible.
ASHTON BROS. & PHILLIPS LTD.
24, OSNATH WORKS, WARRINGTON

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, Commonwealth House, 1, New Oxford Street, London, W.C.1.

Unlike the new Opera House at Stockholm, which has expanding and contracting walls, the

NORFOLK HOTEL, BOURNEMOUTH
One of Britain's finest hotels

has as yet no such facilities, so Mr. and Mrs. F. J. McInnes, the active proprietors, regret that they have so often to refuse would-be visitors.

BOURNE HALL HOTEL, BOURNEMOUTH

Offers shops, scenery and plenty of sunshine. Provides admirable quarters in a central position. Bridge, Billiards, Warmth and plenty of breathing-space.
THE KEY POSITION OF BOURNEMOUTH. *Resident Director:* Mrs. R. J. Bray.

SEAVIEW HOTEL
EASTBOURNE
Tel. Eastbourne 470 (3 lines).

On the Front and in the front rank. Famous for its food, comfort and courtesy. Enquiries will have the personal attention of our Manageress, Miss Finlayson.

"Meet me in the Cocktail Lounge of
The ROYAL CLARENCE HOTEL, Exeter
the social rendezvous of the West"

ASHDOWN FOREST HOTEL, FOREST ROW, SUSSEX

For rest or recreation. 500 ft. up. Bracing air and beautiful surroundings for exploration afoot or on horseback. Two Golf Links adjoining. Fully licensed. Well-equipped bedrooms and a cuisine we are proud of. Tel.: Forest Row 10.

GOING TO LONDON? For quiet comfort and convenience of location, book your hotel accommodation at ST. ERMIN'S, CAXTON STREET, LONDON, S.W.1, a stone's throw from St. James's Park, Underground, and Victoria Street bus stop. Very comfortable apartments and breakfast from 16s. 6d. per night. Tel.: WHItehall 3176.

THE COUNTY HOTEL, ROTHBURY
NORTHUMBERLAND
A.A.*** R.A.C.
and Veteran Motorists.

For bracing air and glorious scenery, Good Food, Own Garden. Fully Licensed. H. and C. and Electric Radiators all bedrooms. Cocktail Lounge. Telephone and Telegrams: Rothbury 6.

THE SPA HOTEL, ROYAL TUNBRIDGE WELLS

Faces the south and the sun, 400 ft. up in 65 acres of park land. Thirty miles from London and the coast. Fully licensed. First-class cuisine. Lift, cocktail lounge and ballroom. Free golf on own sporting 9-hole course. From 7½ guineas. Tel.: 1911

WALDRONHYRST HOTEL,
BRAMLEY HILL, CROYDON, SURREY

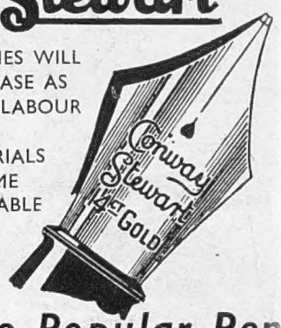
First-class hotel in salubrious surroundings, Tennis, Croquet and Putting. Excellent Cuisine, Private Suites. Terms from 5 gns. 'Phone: Cro. 2641/2.

SWANAGE. GRAND HOTEL

Redecorated and reopening June 1st. Over 80 bedrooms, mostly facing the sea and the South. Own private steps to sandy beach. Fully licensed. Cocktail Bar. Poultry and Garden Produce from our own farm. From 30s. per day. Apply to: L.H.S. Ltd., 185, Dorset House, London, N.W.1. (Wel. 3836.)

The ALL-BRITISH
Conway Stewart

SUPPLIES WILL INCREASE AS MORE LABOUR AND MATERIALS BECOME AVAILABLE



The Popular Pen
with the
Marvellous Nib

At the first sign of
SORE THROAT
gargle with
LISTERINE
ANTISEPTIC
Safe and Certain

Make no mistake—
it MAKES
the cake

This is the tin to buy

BORWICK'S
BAKING POWDER
THE BEST IN THE WORLD
25

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, MAY 25, 1946. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.

Milk of Magnesia (Regd.) Tablets

By effectively correcting acidity 'Milk of Magnesia' Tablets give prompt relief from indigestion. They are convenient to carry and may be taken as required.

Recommended by Members of the Medical Profession.

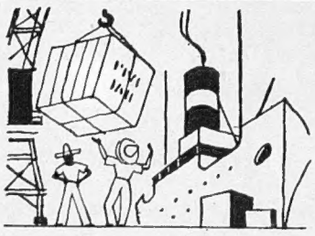
'Milk of Magnesia' is the trade mark of Phillips' preparation of magnesia.

NOW AVAILABLE:

Angostura Bitters is now available: if your usual Wine Merchant cannot supply you we invite you to send his name and address to Angostura Bitters (London) Ltd., 83 Cannon Street, E.C.4.

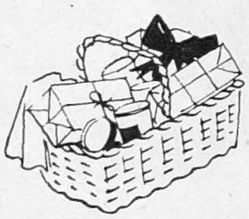
THE A.B.C. OF SAVING — No. 7

IMPORTS



1 Many things we need have to come from abroad. These imports must be bought. But — before Britain can buy, she must earn enough to pay. How does Britain earn?

2 Britain earns by selling her goods or services. To pay for her imports she must export . . . sell her wares overseas in exchange for the things she buys overseas.



3 Once Britain's overseas trade is going full swing, there will be plenty of goods for us at home as well as for our customers abroad. But exports must start the ball rolling.

HERE'S WHERE WE ALL COME IN

4 The more we can help the country to export, the more we'll be helping to import the things that make for comfort and prosperity. Let's buy as little as we can ourselves — and invest our money in National Savings.

Save for Prosperity

INVEST YOUR SAVINGS IN NATIONAL SAVINGS CERTIFICATES, DEFENCE BONDS, POST OFFICE AND TRUSTEE SAVINGS BANKS.

Issued by the National Savings Committee

GRIGOR for VIGOR

Traditional quality
OLD SCOTCH WHISKY
in original OLD-FASHIONED FLASK

Unsurpassed in quality, although restricted in distribution by scarcity of old stocks

WILLIAM GRIGOR & SON
INVERNESS

Valstar
"777"
Raincoat

SUPERLATIVE QUALITY AND DESIGN

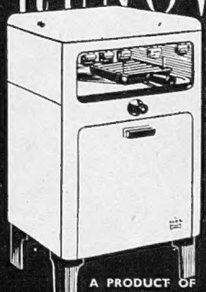
IN NORMAL TIMES THE BEST SHOPS HAVE THE VALSTAR "777" RAINCOAT — SUPPLIES NOW, HOWEVER, ARE STRICTLY LIMITED.

VALSTAR LTD.,
SALFORD 6, Lancs.
Also at 314 Regent St., London, W.1

Pedlar Brand
SLOE GIN

This world-famous liqueur is obtainable only from wine merchants and, at present in very limited quantities.

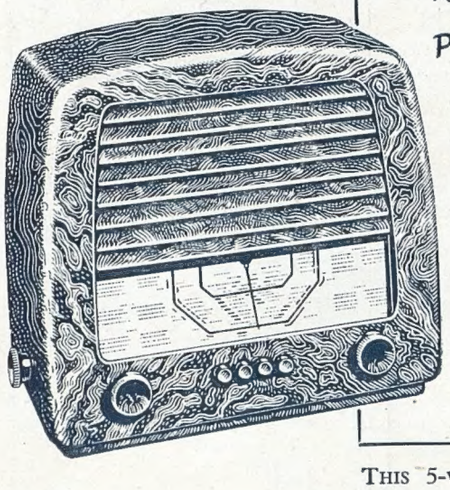
The 'RENOWN' GAS COOKER



★THE IDEAL GAS COOKER FOR YOUR POST-WAR KITCHEN IS WORTH WAITING FOR

A PRODUCT OF
Parkinson
PIONEERS OF 'CLEAN LINE' COOKERS
THE PARKINSON STOVE CO. LTD., BIRMINGHAM, 9

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 1s. 6d., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.



NOW IN PRODUCTION!

G.E.C.

ALL-WAVE RADIO

THIS 5-VALVE ALL-WAVE SUPERHET receiver is the first of the G.E.C. peace-time productions . . . an entirely new set, bearing the stamp of G.E.C. quality and housed in a handsome plastic cabinet. Supplies at the moment are limited but every effort is being made to increase production. Available in both AC and AC/DC versions.

G.E.C.

RADIO & TELEVISION

AC MODEL Price £14.14.0 (plus £3.3.3 purchase tax).
AC/DC MODEL Price £15.10.0 (plus £3.6.8 purchase tax)

Advt. of The General Electric Co. Ltd., Magnet House, Kingsway, London, W.C.2

ABDULLA NO.7

FOR VIRGINIA SMOKERS
20 for 2/8

Famous QUEENS by famous Masters

QUEEN HENRIETTA MARIA
by Vandyke.
(Lady Wantage's Collection)

HIGHLAND QUEEN

GRAND LIQUEUR SCOTCH WHISKY

by Macdonald & Muir

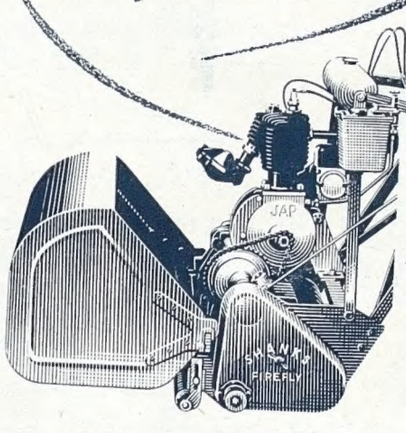
Only the hand of a master, guided by long experience, inspired by genius, could produce the blend and harmony of colour which give this portrait immortality.

So too, in Highland Queen "Grand Liqueur" the experience of generations has ripened into something more than art in producing a subtle blend and harmony of flavour.

This, as you will recognise from your first sip, has made Highland Queen unique among Whiskies.

MACDONALD & MUIR LTD
Distillers
LEITH · SCOTLAND

PATIENCE PLEASE!



THE *"FIREFLY"* and other world-famous Shanks mowers are in production again, but supplies are somewhat limited and we cannot offer immediate deliveries just yet. Just ask your Ironmonger to put you on the waiting list—a Shanks mower is something worth waiting for!

SHANKS MOWERS

For short cuts to better lawns!

ALEXANDER SHANKS & SON, LTD., DENS IRON WORKS, ARBROATH
London Office: 66 Victoria Street, S.W.1

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, MAY 25, 1946. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.